

**STP 10-92R14-SM-TG**

**HEADQUARTERS  
DEPARTMENT OF THE ARMY**

**Soldier's Manual  
And Trainer's Guide**

**MOS 92R**

**PARACHUTE RIGGER**

**SKILL LEVEL 1/2/3/4**



**MARCH 2003**

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HEADQUARTERS  
DEPARTMENT OF THE ARMY  
Washington, DC 21 March 2003

## SOLDIER'S MANUAL and TRAINER'S GUIDE

### MOS 92R

### Parachute Rigger

### Skill Levels 1, 2, 3, 4

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\* This publication supersedes STP 10-92R14-SM-TG, dated 10 September 1997.

## PREFACE

This publication is for skill levels I through 4 soldiers holding MOS 92R and for trainer and first-line supervisors. It contains standardized training objectives, in the form of task summaries, which can be used to train and evaluate soldiers on critical tasks, which support unit missions during wartime. Soldiers holding MOS 92R should have access to this publication. It should be made available in work areas, unit learning centers, and unit libraries. Trainers and first-line supervisors should actively plan for soldiers to have access to this publication. However, it is not intended that an individual copy be available for each soldier holding the MOS.

All tasks in this manual are trained to wartime conditions for Active Army, Army Reserve, and Army National Guard Component soldiers.

Users of this publication are encouraged to recommend changes and submit comments for its improvement. Comments should be keyed to the specific page, paragraph, and line of the text in which the change is recommended. Reason will be provided for each comment to ensure understanding and complete evaluation. Comments should be prepared on DA Form 2028 and forwarded directly to:

Commander  
US Army Quartermaster Center and School  
ATTN: ATSM-ABN-FS  
Fort Lee, VA 23801-5038

Unless otherwise stated, whenever the masculine or feminine gender is used, both men and women are included.

## CHAPTER 1

### Introduction

#### 1-1. GENERAL.

a. This manual identifies the individual MOS training requirements for soldiers in MOS 92S. Commanders, trainers, and soldiers should use it to plan, conduct, and evaluate individual training in units. This manual is the primary MOS reference to support the self development and training of every soldier.

b. Use this manual with the soldier's manuals of common tasks (STP 21-1-SMCT and STP 21-24-SMCT), Army training and evaluation programs (ARTEPs), and FM 25-101 (Battle-Focused Training) to establish effective training plans and programs which integrate soldiers, leaders, and collective tasks.

#### 1-2. TASK SUMMARIES

a. Task summaries outline the wartime performance requirements of each critical task in the Soldier Training Publication (STP). They provide the soldier and the trainer with the information necessary to prepare, conduct, and evaluate critical task training. At a minimum, task summaries include information you must know and the skill that you must perform to standard for each task. The format for the task summaries included in this STP is as follows:

- **Task Number.** A 10-digit number identifies each task or skill. Include this task number, along with the task title, in any correspondence relating to the task.
- **Task Title.** The task title identifies the action to be performed.
- **Conditions.** The task conditions identify all the equipment, tools, references, job aids, and supporting personnel that the soldier needs to perform the task in wartime. This section identifies any environmental conditions (such as visibility, temperature, or wind) that can alter task performance. This section also identifies any specific cues or events (such as chemical attack or identification of a threat vehicle) that trigger task performance.
- **Standards.** The task standards describe how well and to what level you must perform a task under wartime conditions. Standards are typically described in terms of accuracy, completeness, and speed.
- **Evaluation Guide.** This section identifies the specific actions, known as performance measures, the soldier must do to successfully complete the task. These actions are located in the Evaluation Guide section of the task summary and listed in a "Pass/Fail" format for easy evaluation. For some tasks, the Training and Evaluation section may also include detailed training information in a Training Information outline and an Evaluation Preparation section. The Evaluation Preparation section indicates necessary modifications to task performance in order to train and evaluate a task that can not be trained to the wartime standard under wartime conditions. It may also include special training and evaluation preparation instructions to accommodate these modifications and any instructions that should be given to the soldier before evaluation.
- **Reference.** This section identifies references that provide more detailed and thorough explanations of task performance requirements than those given in the task summary description.

- Warnings. Warnings alert users to the possibility of immediate personal injury or damage to equipment.
- Notes. Notes provide a small, extra supportive explanation or hint relative to the performance standards.

### **1-3. SOLDIER'S RESPONSIBILITIES**

a. Each soldier is responsible for performing individual tasks that the first-line supervisory identifies based on the unit's METL (mission essential task list). The soldier must perform the task to the standards listed in the STP. If the soldier has a question about how to do a task or which task in this manual he must perform, it is the soldier's responsibility to ask the first-line supervisor, who knows how to perform each task or can direct the soldier to the appropriate training materials.

### **1-4. NCO SELF-DEVELOPMENT AND THE SOLDIER'S MANUAL**

a. Self-development is one of the key components of the leader development program. It is a planned, progressive, and sequential program followed by leaders to enhance and sustain their military competencies. It consists of individual study, research professional reading, practice, and self-assessment. Under the self-development concept, the NCO (noncommissioned officer), as an Army professional, has the responsibility to remain current in all phases of the MOS. The STP is the primary source for the NCO to use in maintaining MOS proficiency.

b. Another important resource for NCO self-development is the Army Correspondence Course Program (ACCP). Refer to DA Pamphlet 351-20 for information on enrolling in this program and for a list of courses, or write to: Army Institute for Professional Development, U.S. Army Support Center, ATTN: ATIC-IPS, Newport News, VA 23628-0001.

### **1-5. TRAINING SUPPORT**

a. This manual includes the following appendixes and information, which provide additional training support information.

- Glossary. The glossary is a single, comprehensive list of acronyms, abbreviations, definitions, and letter symbols.
- References. This section contains a list of references that support training of all tasks in this STP. Required references are listed in the condition statement and are required for the soldier to do the task. Related references are materials that help a trainer prepare for the task and are not required to perform the task.

### **1-6. FEEDBACK STATEMENT**

The following feedback statement applies to all task summaries in this STP: FEEDBACK: Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done and how to do it correctly.



**CHAPTER 2**

**Trainer's Guide**

2-1. General. The MOS Training Plan (MTP) identifies the essential components of a unit training plan for individual training. Units have different training needs and requirements based on differences in environment, location, equipment, dispersion, and similar factors. Therefore, the MTP should be used as a guide for conducting unit training and not a rigid standard. The MTP consists of two parts. Each part is designed to assist the commander in preparing a unit training plan which satisfies integration, cross training, training up, and sustainment training requirements for soldiers in this MOS.

Part One of the MTP shows the relationship of an MOS skill level between duty position and critical tasks. These critical tasks are grouped by task commonality into subject areas.

Section I lists subject area numbers and titles used throughout the MTP. These subject areas are used to define the training requirements for each duty position within an MOS.

Section II identifies the total training requirement for each duty position within an MOS and provides a recommendation for cross training and train-up/merger training.

- **Duty Position column.** This column lists the duty positions of the MOS, by skill level, which have different training requirements.
- **Subject Area column.** This column lists, by numerical key (see Section I), the subject areas a soldier must be proficient in to perform in that duty position.
- **Cross Train column.** This column lists the recommended duty position for which soldiers should be cross trained.
- **Train-up/Merger column.** This column lists the corresponding duty position for the next higher skill level or MOSC the soldier will merge into on promotion.

Part Two lists, by general subject areas, the critical tasks to be trained in an MOS and the type of training required (resident, integration, or sustainment).

- **Subject Area column.** This column lists the subject area number and title in the same order as Section I, Part One of the MTP.
- **Task Number column.** This column lists the task numbers for all tasks included in the subject area.
- **Title column.** This column lists the task title for each task in the subject area.
- **Training Location column.** This column identifies the training location where the task is first trained to soldier training publications standards. If the task is first trained to standard in the unit, the word "Unit" will be in this column. If the task is first trained to standard in the training base, it will identify, by brevity code (ANCOC, BNCOC, etc.), the resident course where the task was taught. Figure 2-1 contains a list of training locations and their corresponding brevity codes.

<b>AIT</b>	Advanced Individual Training
<b>UNIT</b>	Trained in the Unit
<b>BNCOC</b>	Basic NCO Course
<b>ANCOC</b>	Advanced NCO Course

Figure 2-1. Training Locations

- **Sustainment Training Frequency column.** This column indicates the recommended frequency at which the tasks should be trained to ensure soldiers maintain task proficiency. Figure 2-2 identifies the frequency codes used in this column.

<b>BA</b>	- Biannually
<b>AN</b>	- Annually
<b>SA</b>	- Semiannually
<b>QT</b>	- Quarterly
<b>MO</b>	- Monthly
<b>BW</b>	- Bi-weekly
<b>WK</b>	- Weekly

Figure 2-2. Sustainment Training Frequency Codes

- **Sustainment Training Skill Level column.** This column lists the skill levels of the MOS for which soldiers must receive sustainment training to ensure they maintain proficiency to soldier's manual standards.

2-2. Subject Area Codes.

**Skill Level 1**

- 1 Personnel Parachutes
- 2 Cargo Parachutes
- 3 Extraction Parachutes
- 4 Rigging of Containers
- 5 Rigging of Supplies and Equipment
- 6 Maintenance Procedures
- 7 Repair Procedures

**Skill Level 2**

- 8 Maintenance of Parachutes and Other Airdrop Equipment
- 9 Pack-In-Process Inspections
- 10 Supervision of the Service of Airdrop Platforms

**Skill Level 3**

- 11 Supervision of In-Process Inspections
- 12 Supervision of Operations of Airdrop Activities

**Skill Level 4**

- 13 Operations

2-3. Duty Position Training Requirements.

SKILL LEVEL	DUTY POSITION	SUBJECT AREAS	CROSS TRAIN	TRAIN-UP/MERGER
SL 1	PARACHUTE PACKER/ AIRDROP SPECIALIST, AIRDROP EQUIPMENT REPAIR SPECIALIST	1-7	NA	92R2P PARACHUTE PACKER/ AIRDROP SERGEANT, AIRDROP EQUIPMENT REPAIR SERGEANT, INSPECTOR-TESTER
SL 2	PARACHUTE PACKER/ AIRDROP SERGEANT, AIRDROP EQUIPMENT INSPECTOR-TESTER	1-10		92R2P PARACHUTE PACKER SUPERVISOR/AIRDROP SUPERVISOR/ AIRDROP EQUIPMENT SUPPLY SUPERVISOR/SECTION CHIEF AIRDROP EQUIPMENT REPAIR SUPERVISOR
SL 3	PARACHUTE PACKER SUPERVISOR/AIRDROP SUPERVISOR/AIRDROP EQUIPMENT SUPPLY SUPERVISOR/SECTION CHIEF, AIRDROP EQUIPMENT REPAIR SUPERVISOR	1-12	NA	92R4P PLATOON SERGEANT, AIRDROP EQUIPMENT NCO AIRDROP OPERATIONS NCO, OPERATIONS NCO, AIRDROP EQUIPMENT REPAIR SUPERVISOR DETACHMENT SERGEANT
SL 4	PLATOON SERGEANT AIRDROP EQUIPMENT NCO, AIRDROP OPERATIONS NCO, AIRDROP EQUIPMENT REPAIR SUPERVISOR, DETACHMENT SERGEANT	1-13	NA	92R5P SENIOR AIRDROP EQUIPMENT NCO, AIRBORNE OPERATIONS NCO, FIRST OPERATIONS NCO, FIRST SERGEANT

2-4. Critical Tasks List.**MOS TRAINING PLAN  
92R14****CRITICAL TASKS**

<b>Subject Area</b>	<b>Task Number</b>	<b>Title</b>	<b>Training Location</b>	<b>Sust Tng Freq</b>	<b>Sust Tng SL</b>
<b>Skill Level 1</b>					
1. Personnel Parachutes	101-512-1300	Shake Out Personnel and Small Cargo Parachutes	AIT	QT	1TO 4
	101-512-1301	Pack a T-10B/C Troop-Back Parachute	AIT	BM	1TO 4
	101-512-1302	Pack an MC1-1B/C Troop-Back Parachute			
	101-512-1303	Pack a 24-Foot Troop-Chest Reserve Parachute	AIT	BM	1TO 4
	101-512-1314	Perform a Personnel Jump to Check Rigger Proficiency	AIT	BM	1TO 4
2. Cargo Parachutes	101-512-1304	Pack a G-14, 34-Foot Cargo Parachute	AIT	SA	1TO 4
	101-512-1305	Pack a 26-Foot High-Velocity Cargo Parachute	AIT	SA	1TO 4
	101-512-1417	Shake Out Large Cargo Parachutes	AIT	SA	1TO 4
	101-512-1420	Pack a 68-Inch-Diameter Pilot Parachute	AIT	QT	1TO 4
	101-512-1422	PACK A G-11B/C CARGO PARACHUTE	AIT	QT	1TO 4
	101-512-1516	Pack a G-12E Cargo Parachute	AIT	QT	1TO 4
3. Extraction Parachutes	101-512-1306	Pack a 15-Foot-Diameter Cargo Extraction Parachute	AIT	SA	1TO 4
	101-512-1307	Pack a 22-Foot-Diameter Cargo Extraction Parachute	AIT	SA	1TO 4
	101-512-1308	Pack a 28-Foot-Diameter Cargo Extraction Parachute	AIT	SA	1TO 4
	101-512-1519	Stow a 60-Foot (One Loop) Extraction Line to a Sling/Extraction Line Panel	AIT	AN	1TO 4
	101-512-1520	Stow a 160-Foot (One Loop) Extraction Line to a Sling/Extraction Line Panel	AIT	AN	1TO 4
4. Rigging of Containers	101-512-1402	Prepare an A-22 Cargo Bag for Low- or High-Velocity Airdrop of Supplies and Equipment	AIT	QT	1TO 4
	101-512-1403	Prepare an A-7A Cargo Sling for Low- or High-Velocity Airdrop of Supplies and Equipment	AIT	AN	1TO 4
	101-512-1404	Prepare an A-21 Cargo Bag for Low- or High-	AIT	AN	1TO 4

## CRITICAL TASKS

Subject Area	Task Number	Title	Training Location	Sust Tng Freq	Sust Tng SL
		Velocity Airdrop of Supplies and Equipment			
5. Rigging of Supplies and Equipment	101-512-1407	Rig a Vehicle for a Low-Velocity Airdrop	AIT	QT	1TO 4
	101-512-1410	Prepare an Extraction Force Transfer Coupling (EFTC)	AIT	SA	1TO 4
	101-512-1415	Prepare an M-1or M-2 Cargo Parachute Release Assembly for Airdrop	AIT	QT	1TO 4
6. Maintenance Procedures	101-512-1315	Perform a Technical Rigger-Type Inspection of Parachutes	AIT	QT	1TO 4
	101-512-1400	Perform a Technical Rigger-Type Inspection of Airdrop Equipment Other Than Parachutes	AIT	QT	1TO 4
	101-512-1401	Clean and Dry Airdrop Equipment	AIT	AN	1TO 4
	101-512-1411	Perform Recovery Procedures for Cargo Parachutes and Related Airdrop Equipment	AIT	AN	1TO 4
	101-512-1412	Temporarily Store Parachutes and Related Airdrop Equipment	AIT	AN	1TO 4
	101-512-1500	Determine the Condition of Airdrop Equipment	AIT	SA	1TO 4
	101-512-1501	Rigger-Roll Personnel Parachutes	AIT	AN	1TO 4
	101-512-1509	Test a Static Line Snap Assembly	AIT	QT	1TO 4
	101-512-1514	Conduct Preventive Maintenance Checks and Services on an Airdrop Platform	AIT	QT	1TO 4
	101-512-1515	Assemble an Airdrop Platform	AIT	AN	1TO 4
7. Repair Procedures	101-512-1502	Repair a Fibrous Cord Suspension Line With Core Thread Using a Zigzag Sewing Machine	AIT	QT	1TO 4
	101-512-1503	Apply a Basic Sewn Patch to Personnel Parachute Canopy Using a Light-Duty Sewing Machine	AIT	QT	1TO 4
	101-512-1504	Apply a Parachute Mending Cloth Patch to a Cargo Parachute Canopy	AIT	SA	1TO 4
	101-512-1505	Replace a Parachute Canopy Gore Section Using a Light-Duty Sewing Machine	AIT	SA	1TO 4
	101-512-1506	Perform an Air Delivery Sling Splice	AIT	QT	1TO 4
	101-512-1507	Splice a Severed Support Web on an A-22 Aerial Delivery Cargo Bag Sling Using a Heavy-Duty Sewing Machine	AIT	SA	1TO 4

## CRITICAL TASKS

Subject Area	Task Number	Title	Training Location	Sust Tng Freq	Sust Tng SL
	101-512-1508	Service a Quick-Release Assembly	AIT	SA	1TO 4
	101-512-1510	Replace an Unserviceable Grommet on a 24-Foot Chest Parachute	AIT	SA	1TO 4
	101-512-1511	Apply a Basic Sewn Patch to an Aerial Delivery Cargo Bag Cover Using a Medium-Duty Sewing Machine	AIT	SA	1TO 4
	101-512-1512	Parachute Pack Tray	AIT	SA	1TO 4
	101-512-1513	Replace a Damaged Static Line on a Personnel Parachute Deployment Bag	AIT	QT	1TO 4
<b>Skill Level 2</b>					
8. Maintenance of Parachutes and Other Airdrop Equipment	101-512-2001	Perform an In-Storage Inspection on Personnel and Cargo Parachutes	UNIT	QT	2 TO 4
	101-512-2002	Perform a Routine Inspection on Airdrop Items Which are Packed or Rigged for Airdrop	UNIT	QT	2 TO 4
	101-512-2003	Test a Parachute Rip Cord	UNIT	SA	2 TO 4
	101-512-2004	Perform a Rip Cord Grip Pocket Pull Test	UNIT	SA	2 TO 4
	101-512-2005	Test a Canopy Release Assembly	UNIT	SA	2 TO 4
9. Pack-In-Process Inspections	101-512-2006	Perform a Pack-in-Process Inspection Personnel and Cargo Parachutes	UNIT	BM	2 TO 4
	101-512-2009	Perform Duties of a Malfunction NCO	UNIT	QT	2 TO 4
10. Supervision of the Service of Airdrop Platforms	101-512-2015	Supervise Preventive Maintenance Checks and Services on an Airdrop Platform	UNIT	SA	2 TO 4
	101-512-2018	Supervise the Recovery of Cargo Parachutes and Related Airdrop Equipment	UNIT	SA	2 TO 4
	101-512-2019	Perform Joint Airdrop Inspection of Airdrop Loads	UNIT	QT	2 TO 4
	101-512-2020	Supervise the Assembling of an Airdrop Platform	UNIT	SA	2 TO 4
	101-512-2021	Supervise the Performance of a Technical	UNIT	SA	2 TO 4

**CRITICAL TASKS**

<b>Subject Area</b>	<b>Task Number</b>	<b>Title</b>	<b>Training Location</b>	<b>Sust Tng Freq</b>	<b>Sust Tng SL</b>
	101-512-2022	Rigger-Type Inspection of Parachutes Supervise the Performance of a Technical Rigger-Type Inspection of Airdrop Equipment Other Than Parachutes	UNIT	SA	2 TO 4
	101-512-2023	SUPERVISE THE IN-STORAGE INSPECTION OF PERSONNEL AND CARGO PARACHUTES	UNIT	SA	3 TO 4
	101-512-2024	PERFORM DUTIES AS SAFETY NCO DURING AN AIRBORNE OPERATION	UNIT	BM	3 TO 4
<b>Skill Level 3</b>					
11. Supervision of In-Process Inspections	101-512-3001	Supervise the Pack-in-Process Inspection of Personnel and Cargo Parachutes	BNCOC	QT	3 TO 4
12. Supervision of Operations of Airdrop Activities	101-512-3005	Supervise the Operation of an Airdrop Rigging Activity	BNCOC	QT	3 TO 4
	101-512-3006	Supervise the Operation of an Airdrop Equipment Repair Activity	BNCOC	QT	3 TO 4
	101-512-3007	Supervise the Operation of a Parachute Packing Activity	BNCOC	QT	3 TO 4
	101-512-3009	Plan and Coordinate Requirement to Sustain Airdrop Operations	BNCOC	QT	3 TO 4
	101-512-3010	Perform Jumpmaster Duties During an Airborne Operation	BNCOC	BM	3 TO 4
<b>Skill Level 4</b>					
13. Operations	101-512-4001	Advise Commander on Selecting a Site for an Airdrop Rigging Activity	ANCOC	AN	4
	101-512-4002	Direct the Setup of an Operating Site for Airdrop Rigging	ANCOC	SA	4
	101-512-4003	Advise Commander on Selecting a Site for a Parachute Packing Activity	ANCOC	AN	4
	101-512-4004	Direct the Setup of an Operating Site for Parachute Packing	ANCOC	SA	4
	101-512-4005	Advise Commander on Selecting a Site for an Airdrop Equipment Repair Activity	ANCOC	AN	4
	101-512-4006	Direct the Setup of an Operating Site for Airdrop	ANCOC	SA	4



**CRITICAL TASKS**

<b>Subject Area</b>	<b>Task Number</b>	<b>Title</b>	<b>Training Location</b>	<b>Sust Tng Freq</b>	<b>Sust Tng SL</b>
		Equipment Repair			

## CHAPTER 3

### MOS/Skill Level Tasks

#### Skill Level 1

#### Subject Area 1: Personnel Parachutes

#### Shake Out Personnel and Small Cargo Parachutes

#### 101-512-1300

**Conditions:** Given either shake-out room (indoors) or shake-out tower (outdoors) with pulley rope and snap personnel parachutes, small cargo parachutes, parachute kit bag, and dry soft-bristled brush.

**Standards:** Perform all performance measures without error and in sequence within 15 minutes. Each parachute will be suspended by the canopy vent and all debris removed.

#### Performance Steps

NOTE: Use two-man team for this task.

1. Connect the pulley rope snap to the canopy bridle loop.
  - a. Place the kit bags, with the parachute, next to the pulley rope hanging from the shakeout tower.
  - b. Place the canopy bridle loop on the pulley rope snap.
2. Raise the canopy in a tower, in a shed, or on a pole.
  - a. Grasp the pulley rope firmly in both hands.
  - b. Raise the canopy a suitable height to allow each canopy gore to be shaken out.
3. Shake the canopy gores.
  - a. Grasp any two consecutive suspension lines, one in each hand, and vigorously shake the first gore.
  - b. Pass the line from the right hand to the left hand, and grasp the next consecutive suspension line in the right hand.
  - c. Shake out each consecutive gore until all of the suspension lines are in the left hand and all of the gores are free of debris.
4. Remove suspension line entanglements.
  - a. Clear the suspension lines of debris as the canopy is slowly raised.
  - b. Remove any entanglements from the suspension lines, when possible.
5. S-fold the suspension lines.
  - a. Clean debris from the risers, harness, and pack or deployment bag.
  - b. S-fold the suspension lines into the pack, deployment bag, or parachute kit bag, as applicable, while the canopy is being slowly lowered.
6. Accordion-fold the canopy.
  - a. Accordion-fold the canopy on top of the folded lines.
  - b. Disconnect the canopy vent from the pulley rope snap.
  - c. Secure the folded canopy assembly for further handling.

**Evaluation Preparation:** Setup: Ensure that all parachutes and equipment required in the Conditions statement are available to the soldier. An assistant must also be available.

Brief soldier: Tell the soldier to help shake out personnel parachutes and small cargo parachutes.

**Performance Measures**

1. Connected the pulley rope snap to the canopy bridle loop.
2. Raised the canopy in a tower, in a shed, or on a pole.
3. Shaked the canopy gores.
4. Removed suspension line entanglements.
5. Performed the S-fold of the suspension lines.
6. Performed the Accordion-fold of the canopy.

<u>GO</u>	<u>NO GO</u>
—	—
—	—
—	—
—	—
—	—
—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**Pack a T-10B/C Troop-Back Parachute****101-512-1301**

**Conditions:** Given TM 10-1670-271-23&P; TM 10-1670-293-23&P; complete T-10B/C troop-back parachute; set of packing tables; apex hook and tension plate; packing weights; line separator; stow hooks; rigger knife; type I, 1/4-inch cotton webbing; retainer bands; pen; packing paddle; and DA Form 3912.

**Standards:** Perform in sequence all steps in packing a T-10B/C troop-back parachute. The parachute provides capability to deliver safely an airborne soldier and individual equipment from an aircraft in flight for a vertical assault on an enemy.

**Performance Steps**

1. Place the parachute in proper layout.
  - a. Lay the canopy assembly lengthwise on the packing table.
  - b. Attach the bridle loop to the packing table apex hook.
  - c. Attach the connector links to the tension plate, and apply enough tension to keep the canopy on the table.
  - d. Check the apex vent lines to determine if the canopy is inverted.
  - e. Remove the inversion.
  - f. Remove any turns, tangles, or twists; place the suspension lines in their proper layout.
2. Attach the harness to the pack tray.
  - a. Place the pack tray on the table.
  - b. Place the harness on the pack.
  - c. Place the diagonal backstrap retainers through the diagonal backstrap channels for the desired size.
  - d. Place the horizontal backstrap retainers over the horizontal backstrap. Secure all retainers to the pack tray.
3. Attach the risers to the harness.
  - a. Lay the parachute with the harness down with the female fittings of the harness near the male fittings of the risers.
  - b. Fit the heel of the male fitting into the groove of the female fitting.
  - c. Fit the toe of the male fitting into the slot of the female fitting.
  - d. Close the latch and ensure that the latch is securely locked.
  - e. Operate the latch and check it for smooth operation. Close and lock the latch.
  - f. Position the cable loop around the latch.
  - g. Fit the heel of the safety clip into the slot of the latch.
  - h. Close the safety clip.
4. Flat fold the canopy gores, and dress the canopy net.
  - a. Align the upper lateral band.
  - b. Apply first tension on the parachute until suspension lines are taut.
  - c. Fold the right group of gores.
  - d. Fold the left group of gores.
  - e. Apply additional tension and complete the flatfolding of the canopy.
  - f. Dress the anti inversion net, gores, and lower lateral band.
  - g. Raise the top radial tape, number 30, and check for a clear channel.
5. Place the canopy in long fold.
  - a. Fold the net and the lower lateral band 180 degrees so that the lower edges are parallel to each other.
  - b. Grasp the edge of the right group of gores, and fold the gore edges 2 inches over the radial seam.
  - c. Continue folding until you reach approximately 48 inches from the apex.

### Performance Steps

- d. Fold the left group of gores in a similar manner.
- e. Adjust the packing weights to hold both gore groups.
6. Install the break cord directly between the static line end loop and the bridle loop on the parachute canopy.
  - a. Double a 36-inch length of type I, 1/4-inch cotton webbing.
  - b. Make the break cord tie using a surgeon's knot and a locking knot, forming a 3-inch loop.
7. Stow the canopy in the deployment bag.
  - a. S-fold the static line, and roll the suspension line protector flap around the folded line. Secure the ends with retainer bands.
  - b. Release tension, and unhook the bridle loop from the table apex hook.
  - c. Place the apex in the upper right corner of the deployment bag.
  - d. Continue stowing the canopy in alternating sides of the deployment bag until the canopy skirt is inside the deployment bag.
  - e. Turn the deployment bag upright with the static line end down, and place the remainder of the canopy net inside the bag.
8. Close the deployment bag with a locking loop closure, and stow the suspension lines.
  - a. Insert the locking stow loops and the connector link tie loops through the slots in the locking stow panel.
  - b. Make the first stow in the right locking stow loop and the second stow in the left locking stow loop. Ensure that the stows do not exceed 2 inches beyond the locking stow loop hoods.
  - c. Extend the suspension lines to upper right corner of deployment bag, and form first regular stow.
  - d. Rotate the entire bag one-quarter turn clockwise, and make second regular stow in upper left corner.
  - e. Stow the suspension lines alternately from right to left until all the lines have been stowed. Make a minimum of eight stows on each panel. Ensure that the stows do not exceed 1 inch beyond the outer edge of the stow loop.
  - f. Leave approximately 8 to 10 inches of suspension lines unstowed.
9. Make the connector link ties on the deployment bag.
  - a. Cut two 14-inch lengths of type I, 1/4-inch cotton webbing.
  - b. Extend the suspension line protective cover over the stowed suspension lines toward the bag bottom.
  - c. Tie the connector links and the suspension line protective cover to the bag bottom using a surgeon's knot and a locking knot.
  - d. Enter the deployment bag number in DA Form 3912.
10. Close the pack tray.
  - a. Slip the risers through the riser slots in the upper flap of the pack tray, and U-fold the risers onto the pack tray.
  - b. Hold the folded risers, and rotate the deployment bag onto the pack tray.
  - c. Fold the static line across the deployment bag so that the pack opening loop is up and in the center of the bag.
  - d. Fold the sleeve portion and the excess webbing under the upper end of the deployment bag.
  - e. Lay the pack closing flaps over the deployment bag.
  - f. Cut a 40-inch length of type I, 1/4-inch cotton webbing.
  - g. Make the pack closing tie. Make sure that the knot is in the lower right corner, the pack opening loop is in the lower left corner, and the webbing does not pass over the static line.
  - h. Dress the pack.
11. Stow the static line.
  - a. Rotate the pack one-quarter turn counterclockwise.
  - b. Make the first static line stow on the right side of the pack, securing the stow with two turns of a retainer band.

**Performance Steps**

- c. Stow the static line alternately from right to left, making three stows on the right side and two stows on the left side.
  - d. Double the remaining length of static line, and rotate the double length one-quarter turn counterclockwise.
  - e. Connect the static line snap hook to either the static line pack opening loop or the retainer band keeper on the left side of the pack.
  - f. Pass the folded end of the static line through the static line retainer at the pack upper end and under the stowed line toward the pack lower end.
  - g. Insert the folded end of the static line under the pack lower end flap.
12. Make entries in DA Form 3912.
13. Fold the harness.
- a. Turn the pack over and place the kit bag on top of the pack tray.
  - b. Attach the chest strap quick-ejector snap to the adjusting V-ring.
  - c. Pull the leg straps through kit bag carrying handle and under diagonal backstraps, crisscrossing the leg straps, and attach the quick-ejector snap to the adjusting V-ring.
  - d. Pass the waistband through the saddle and completely around the harness under the kit bag.
  - e. Tighten and secure the waistband to form a carrying loop from the leg straps.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to pack a T-10B/C troop-back parachute. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present. Ensure that the soldier knows that he must complete all performance measures without error and in sequence within one hour.

<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
1. Placed the parachute in proper layout.	_____	_____
2. Attached the harness to the pack tray.	_____	_____
3. Attached the risers to the harness.	_____	_____
4. Performed the Flat-fold of the canopy gores, and dress the canopy net.	_____	_____
5. Placed the canopy in longfold.	_____	_____
6. Installed the break cord directly between the static line end loop and the bridle loop on the parachute canopy.	_____	_____
7. Stowed the canopy in the deployment bag.	_____	_____
8. Closed the deployment bag with a locking loop closure, and stow the suspension lines.	_____	_____
9. Performed the making of the connector link ties on the deployment bag.	_____	_____
10. Closed the pack tray.	_____	_____
11. Stowed the static line.	_____	_____
12. Performed correct entries within DA Form 3912.	_____	_____
13. Performed folding the harness.	_____	_____

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**

**Required**

TM 10-1670-271-23&P  
TM 10-1670-293-23&P

**Related**

## Pack an MC1-1B/C Troop-Back Parachute

101-512-1302

**Conditions:** Given TM 10-1670-272-23&P; TM 10-1670-292-23&P; complete MC1-1B/C troop-back parachute; set of packing tables; apex hook and tension plate; packing paddle; packing weights; line separator; stow hooks; rigger knife; type I, 1/4-inch cotton webbing; rubber retainer bands; and DA Form 3912.

**Standards:** Perform in sequence all steps in packing an MC1-1B/C troop-back parachute. The parachute provides capability to deliver safely an airborne soldier and individual equipment from an aircraft in flight for a vertical assault on an enemy.

### Performance Steps

1. Place the parachute in proper layout.
  - a. Lay the canopy assembly lengthwise on the packing table.
  - b. Attach the bridle loop to the packing table apex hook.
  - c. Attach the connector links to the tension plate and apply enough tension to keep the canopy on the table.
  - d. Check the apex vent lines to determine if the canopy is inverted.
  - e. Remove the inversion.
  - f. Remove any turns, tangles, or twists; place the suspension lines in their proper layout.
2. Attach the harness to the pack tray.
  - a. Place the pack tray on the table.
  - b. Place the harness on the pack.
  - c. Place the diagonal backstrap retainers through the diagonal backstrap channels for the desired size.
  - d. Place the horizontal backstrap retainers over the horizontal backstrap. Secure all retainers to the pack tray.
3. Attach the risers to the harness.
  - a. Lay the parachute with the harness down with the female fittings of the harness near the male fittings of the risers.
  - b. Fit the heel of the male fitting into the groove of the female fitting.
  - c. Fit the toe of the male fitting into the slot of the female fitting.
  - d. Close the latch and ensure that the latch is securely locked.
  - e. Operate the latch and check it for smooth operation. Close and lock the latch.
  - f. Position the cable loop around the latch.
  - g. Fit the heel of the safety clip into the slot of the latch.
  - h. Close the safety clip.
4. Flat-fold the canopy gores on the MC1-1B/C, and dress the canopy net. (See Figure 3-1)
  - a. Align the upper lateral band.
  - b. Apply first tension on the parachute until suspension lines are taut.
  - c. Fold the right group of gores. Continue folding gores until you reach line number 26. Pick up the control line, and put it between suspension lines number 26 and number 25. Continue folding gores.
  - d. Fold the left group of gores. Continue folding gores until you reach line number 6. Pick up the control line, and put it between suspension lines number 5 and number 6. Continue folding gores.
  - e. Apply additional tension and complete the flatfolding of the canopy.
  - f. Dress the anti inversion net, gores, lower lateral band, and orifice.
  - g. Raise the top radial tape, number 30, and check for a clear channel.
  - h. Make sure the left control line is with the left group of suspension lines and the right control line is with the right group of suspension lines.



### Performance Steps

5. Place the canopy in longfold. (See Figure 3-2)
  - a. Fold the net and the lower lateral band 180 degrees so that the lower edges are parallel to each other.
  - b. Grasp the edge of the right group of gores. Fold the gore edges 2 inches over the radial seam, and make sure that the material in the lower portion of the canopy does not roll into the orifice.
  - c. Continue folding until you reach approximately 48 inches from the apex.
  - d. Fold the left group of gores in a similar manner.
  - e. Adjust the packing weights to hold both gore groups.
6. Install the break cord directly between the static line end loop and the bridle loop on the parachute canopy.
  - a. Cut a 36-inch length of type I, 1/4-inch cotton webbing.
  - b. Make the break cord tie using a surgeon's knot and a locking knot, forming a 3-inch loop. (See Figure 3-3)
7. Stow the canopy in the deployment bag.
  - a. S-fold the static line, and roll the suspension line protector flap around the folded line. Secure the ends with retainer bands.
  - b. Release tension and unhook the bridle loop from the table apex hook.
  - c. Place the apex in the upper right-hand corner of the deployment bag.
  - d. Continue stowing the canopy in alternating sides of the deployment bag until the canopy skirt is inside the deployment bag.
  - e. Turn the deployment bag upright with the static line end down, and place the remainder of the canopy net inside the bag.

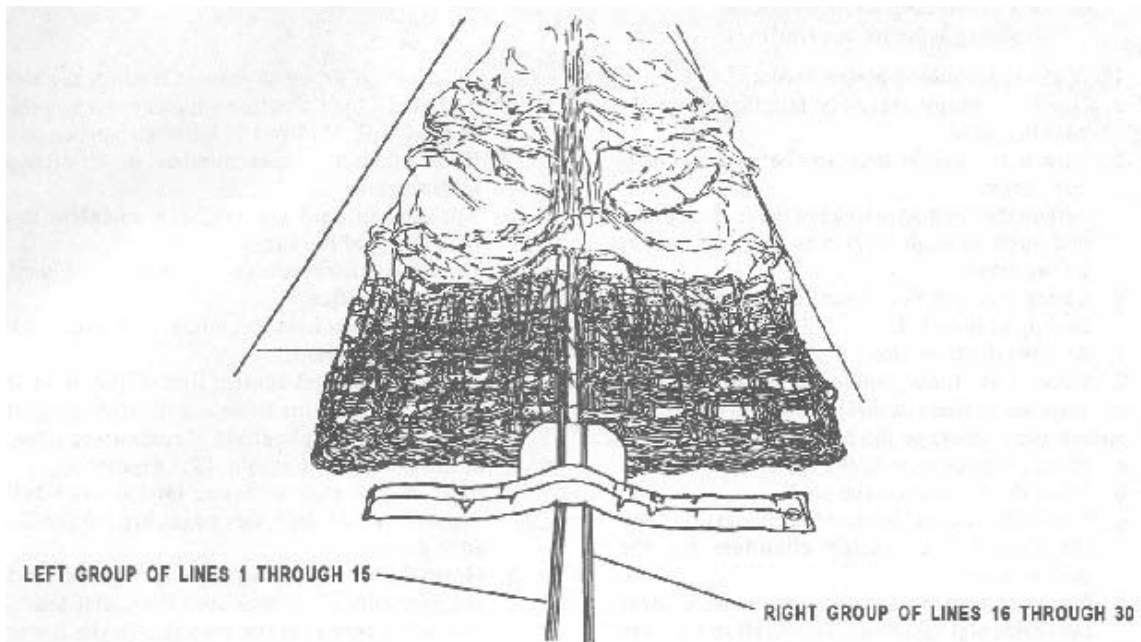


Figure 3-1  
Canopy flat-folded

Performance Steps

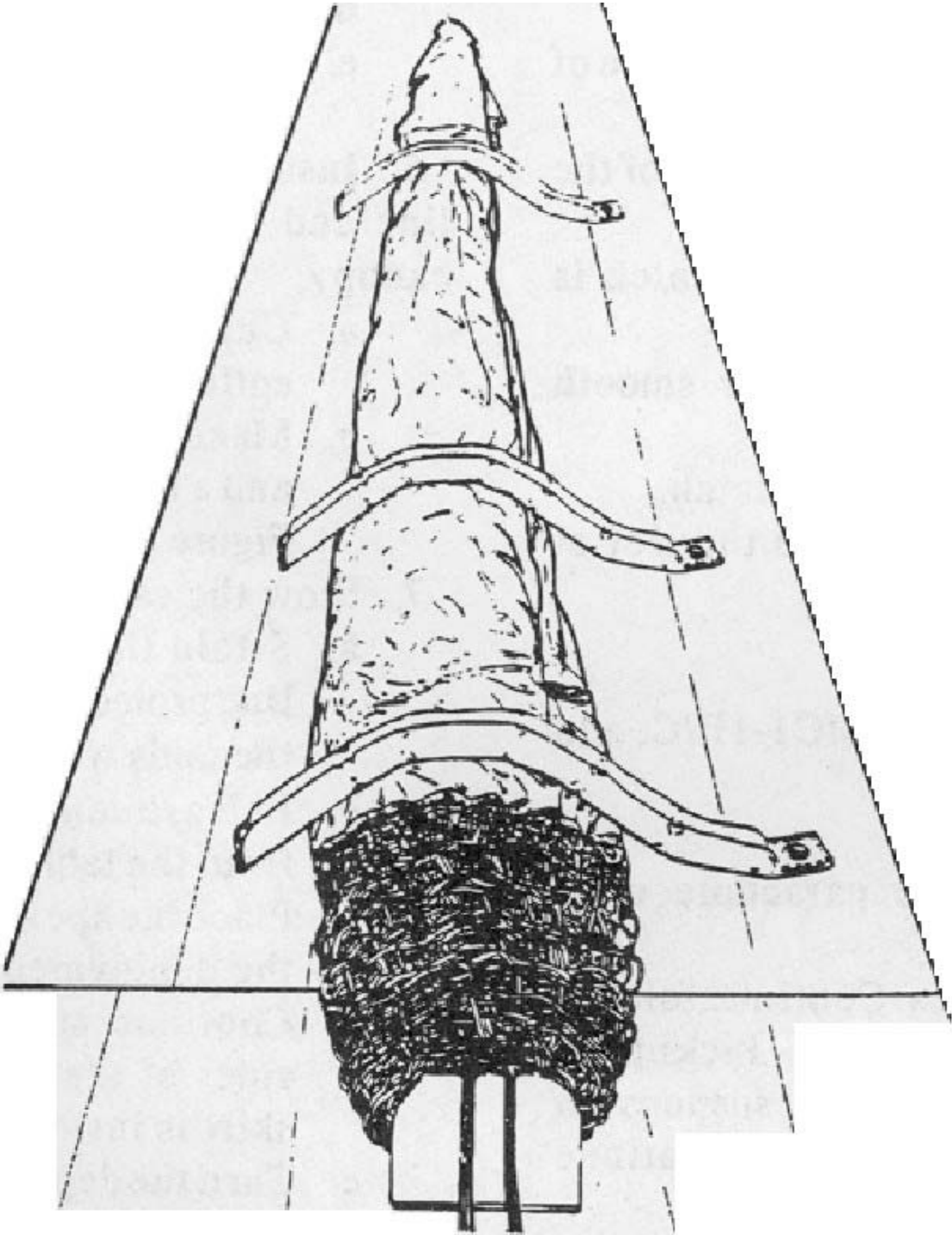


Figure 3-2  
Longfold completed

**Performance Steps**

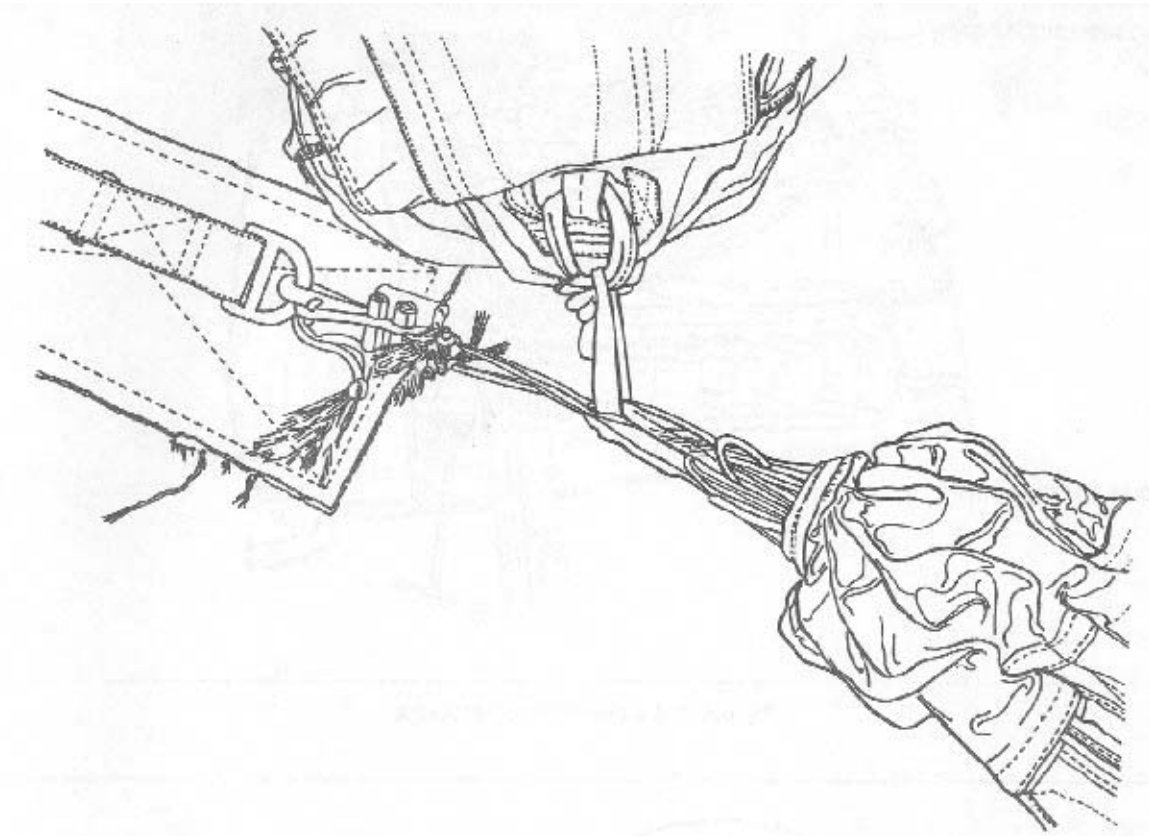


Figure 3-3  
Canopy deployment bag tied

8. Close the deployment bag with a locking loop closure and stow the suspension lines. (See Figure 3-4)
  - a. Insert the locking stow loops and the connector link tie loops through the slots in the locking stow panel.
  - b. Make the first stow in the right locking stow loop and the second stow in the left locking stow loop. Ensure that the enclosures of the stows extend 2 inches beyond the locking stow loop hoods.
  - c. Extend the suspension lines to upper right corner of deployment bag and form first regular stow.
  - d. Rotate the entire bag one-quarter turn clockwise, and make second regular stow in upper left corner.
  - e. Stow the suspension lines alternately from right to left until all the lines have been stowed. Make a minimum of eight stows on each panel. Ensure that the stows do not extend more than 1 inch beyond the outer edge of the stow loop.

Performance Steps

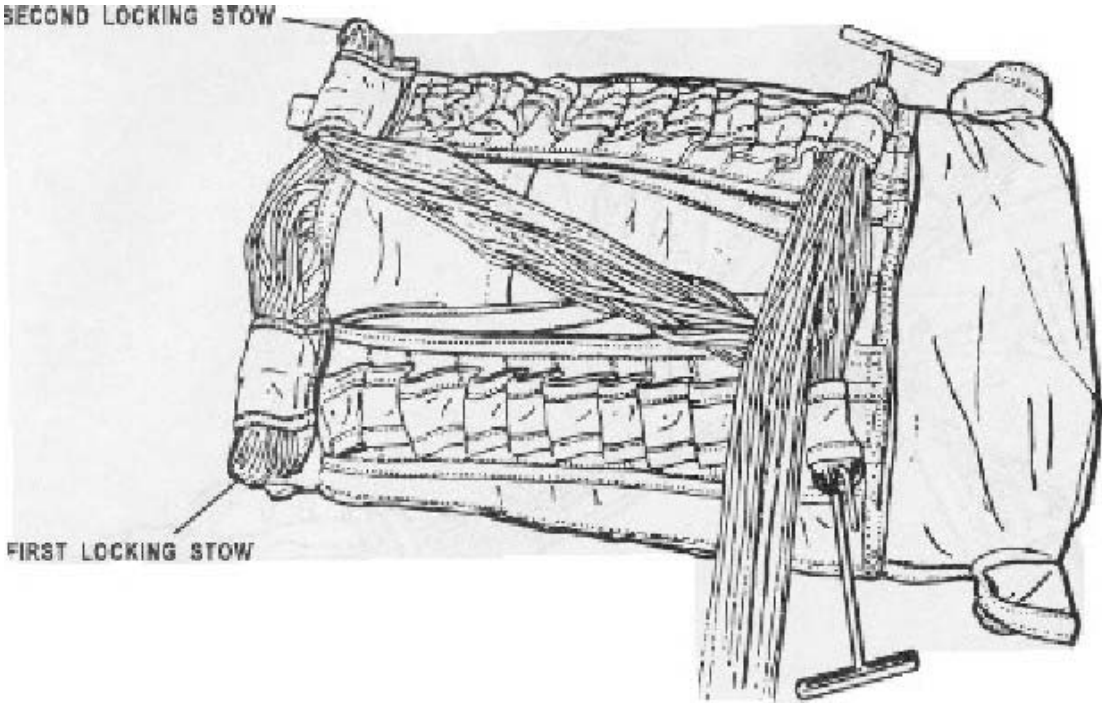


Figure 3-4  
Locking loop stowed

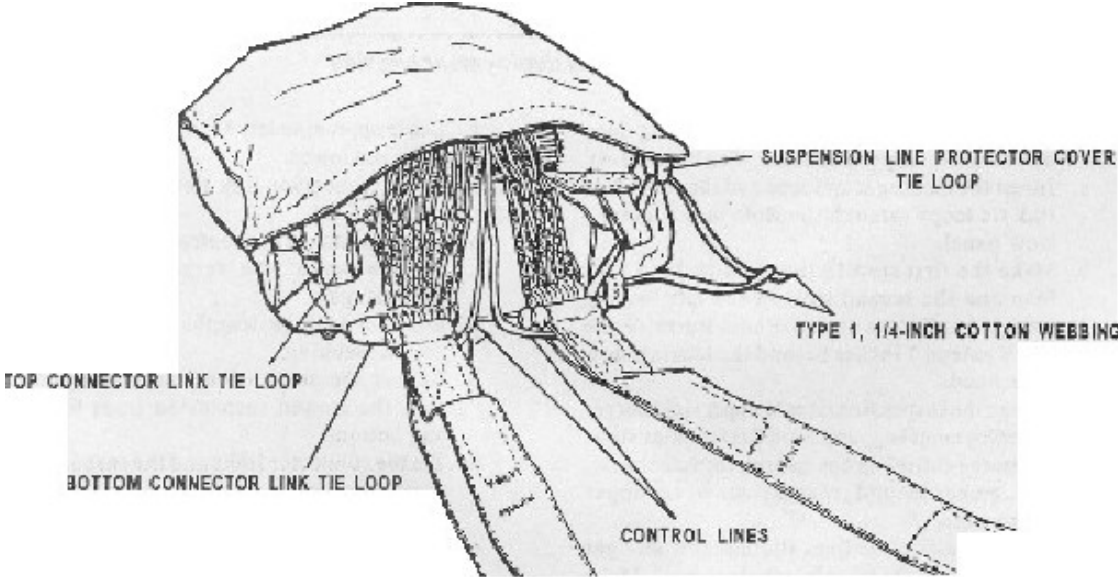


Figure 3-5  
Material for the right connector link tie routed

- f. Leave approximately 8 to 10 inches of suspension lines unstowed.
- 9. Make the connector link ties on the deployment bag. (See Figure 3-5)

**Performance Steps**

- a. Position each of the control line toggles against the bottom of the respective control line guide rings.
  - b. Cut two 14-inch lengths of type I, 1/4-inch cotton webbing.
  - c. Extend the suspension line protective cover over the stowed suspension lines toward the bag bottom.
  - d. Tie the connector links and the suspension line protective cover to the bag bottom using a surgeon's knot and a locking knot.
  - e. Enter the deployment bag number in DA Form 3912.
10. Close the pack tray. (See Figure 3-6)
- a. Slip the risers through the riser slots in the upper flap of the pack tray and U-fold the risers onto the pack tray.
  - b. Hold the folded risers and rotate the deployment bag onto the pack tray.
  - c. Fold the static line across the deployment bag so that the pack opening loop is up and in the center of the bag.
  - d. Fold the sleeve portion and the excess webbing under the upper end of the deployment bag.
  - e. Lay the pack closing flaps over the deployment bag.
  - f. Cut a 40-inch length of type I, 1/4-inch cotton webbing.
  - g. Make the pack closing tie. Make sure that the knot is in the lower right corner and that the pack opening loop is in the lower left corner. Ensure that the webbing does not pass over the static line.

Performance Steps

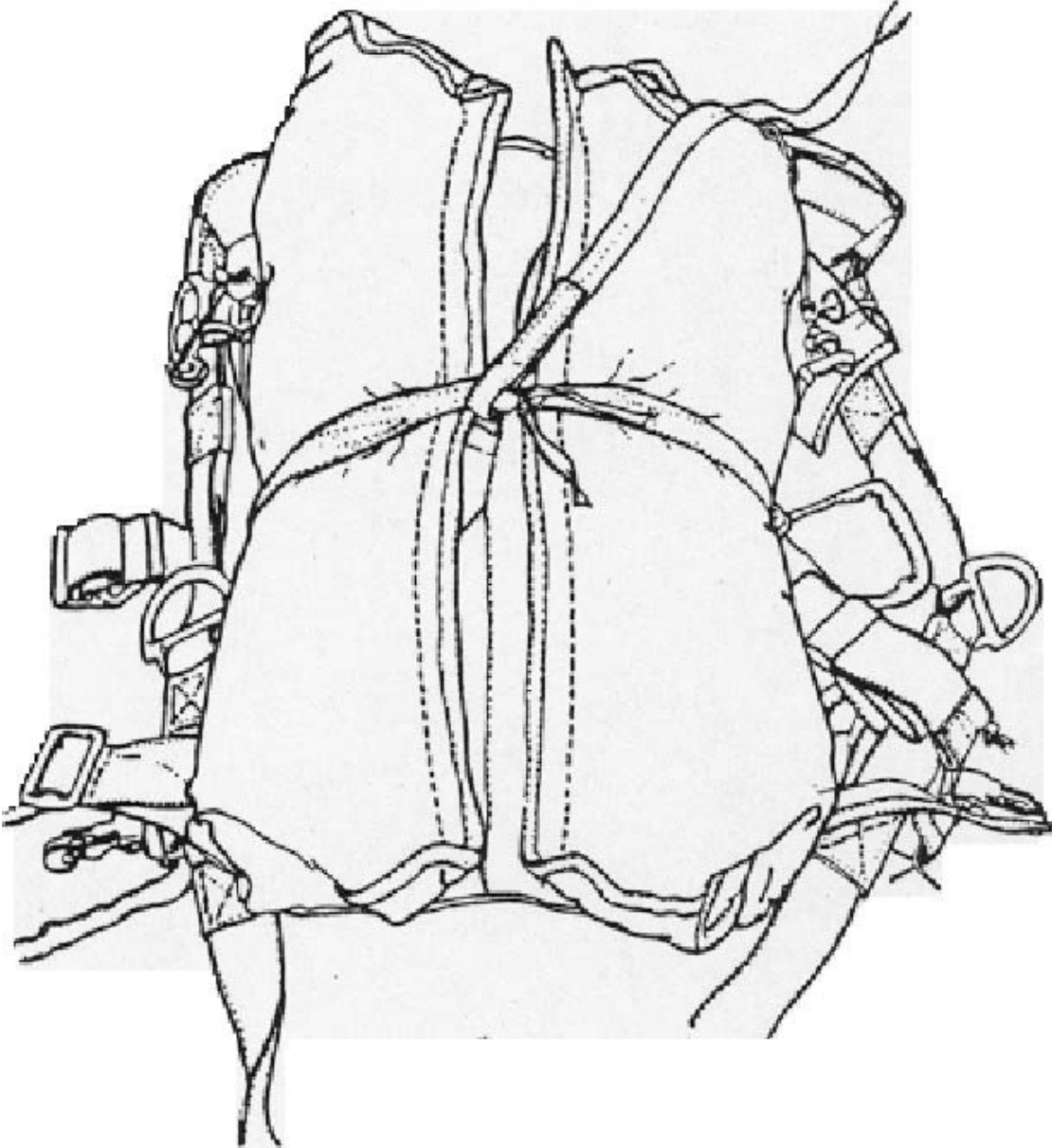


Figure 3-6  
Pack tray closed

**Performance Steps**

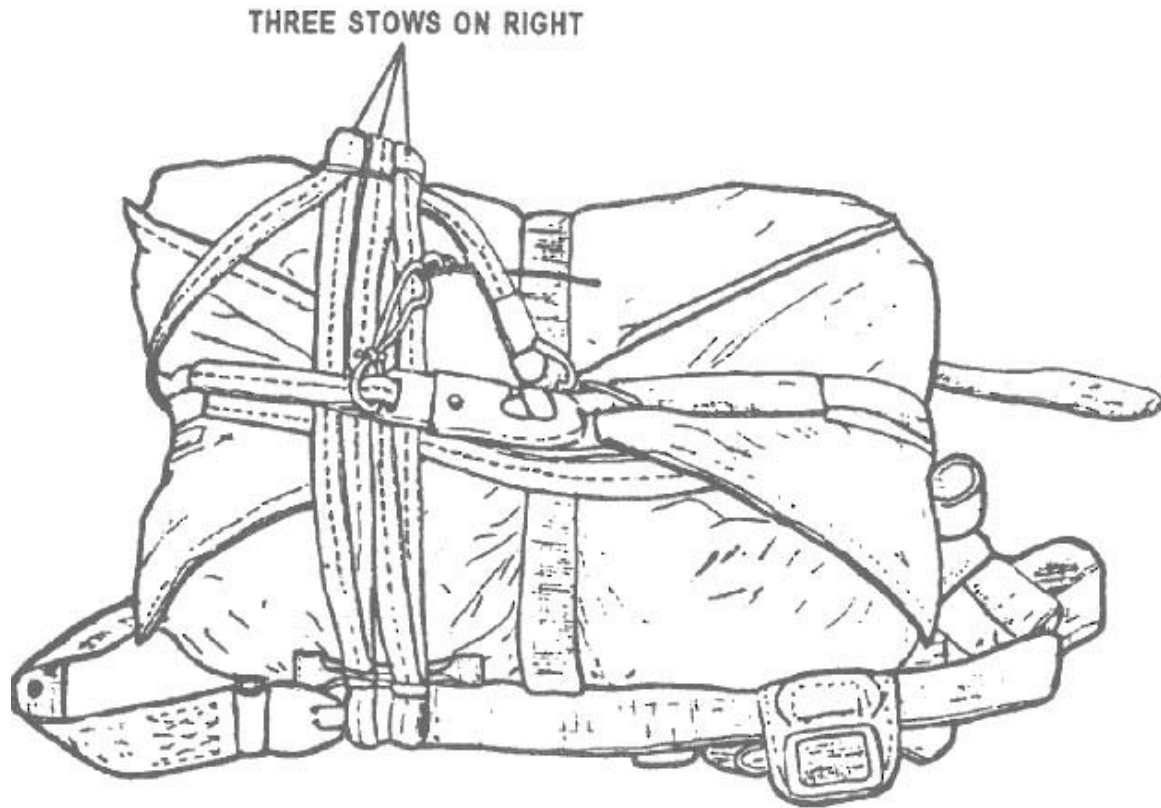


Figure 3-7  
Static line stowed

- h. Dress the pack.
- 11. Stow the static line. (See Figure 3-7)
  - a. Rotate the pack one-quarter turn counterclockwise.
  - b. Make the first static line stow on the right side of the pack, securing the stow with two turns of a retainer band.
  - c. Stow the static line alternately from right to left; making three stows on the right side and two stows on the left side.
  - d. Double the remaining length of static line and rotate the double length one-quarter turn counterclockwise.
  - e. Connect the static line snap hook to either the static line pack opening loop or the retainer band keeper on the left side of the pack.
  - f. Pass the folded end of the static line through the static line retainer at the pack upper end and under the stowed line toward the pack lower end. Pull the double line taut.
  - g. Insert the folded end of the static line under the pack lower end flap.
- 12. Make entries on DA Form 3912.
- 13. Fold the harness.
  - a. Turn the pack over and place the kit bag on top of the pack tray.

**Performance Steps**

- b. Attach the chest strap quick-ejector snap to the adjusting V-ring.
- c. Pull the leg straps through kit bag carrying handle and under diagonal backstraps, crisscrossing the leg straps, and attach the quick-ejector snap to the adjusting V-ring.
- d. Pass the waistband over, under, and through the harness. Ensure the running end of the waistband is under both leg straps.
- e. Tighten and secure the waistband to form a carrying loop from the leg straps.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to pack an MC1-1B/C troop-back parachute. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present. Ensure that the soldier knows that he must complete all performance measures without error and in sequence within one hour.

**Performance Measures**

	<u>GO</u>	<u>NO GO</u>
1. Placed the parachute in proper layout.	_____	_____
2. Attached the harness to the pack tray.	_____	_____
3. Attached the risers to the harness.	_____	_____
4. Performed flatfold of the canopy gores on the MC1-1B/C, and dressed the canopy net.	_____	_____
5. Placed the canopy in longfold.	_____	_____
6. Installed the break cord directly between the static line end loop and the bridle loop on the parachute canopy.	_____	_____
7. Stowed the canopy in the deployment bag.	_____	_____
8. Closed the deployment bag with a locking loop closure, and stow the suspension lines.	_____	_____
9. Performed making of the connector link ties on the deployment bag.	_____	_____
10. Closed the pack tray.	_____	_____
11. Stowed the static line.	_____	_____
12. Performed entries on DA Form 3912.	_____	_____
13. Folded the harness.	_____	_____

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**

**Required**

- TM 10-1670-272-23&P
- TM 10-1670-292-23&P

**Related**



## Pack a 24-Foot Troop-Chest Reserve Parachute

101-512-1303

**Conditions:** Given 24-foot troop-chest reserve parachute assembly, set of packing tables, apex hook and tension plate, packing paddle, packing weights, line separator, rubber retainer bands, pen, DA Form 3912, and TM 10-1670-269-23&P.

**Standards:** Perform in sequence all steps in packing a 24-foot troop-chest reserve parachute. The parachute is a reserve type designed to be activated manually, by means of a rip cord, by the parachutist in the event the primary parachute malfunctions. It provides capability to deliver safely an airborne soldier and individual equipment from an aircraft in flight for a vertical assault on an enemy.

### Performance Steps

1. Place the parachute in proper layout.
  - a. Lay the canopy assembly lengthwise on the packing table.
  - b. Attach the canopy to the packing table apex hook.
  - c. Attach the connector links or snaps to the tension plate and apply enough tension to keep the canopy on the table.
  - d. Check the apex vent lines to determine if the canopy is inverted.
  - e. Remove the inversion.
  - f. Remove any turns, tangles, or twists; place the suspension lines in their proper layout. (See Figure 3-8)
  - g. Ensure lines 1 and 24 are on the inside of the connector snaps and lines 12 and 13 are on the outside of the connector snaps. (See Figure 3-9)
  - h. Install rip cord in rip cord grip pocket.
2. Fold the gores.
  - a. Dress the upper lateral band.
  - b. Apply sufficient tension at the tension plate to hold the canopy and suspension lines taut.
  - c. Fold the right group of gores.
  - d. Fold the left group of gores.
  - e. Apply additional tension, and complete the flatfolding of the canopy.
  - f. Dress the gores and lower lateral band.
  - g. Lift the top radial line and check for a clear channel between the two gore groups.
3. Place the canopy in longfold.
  - a. Fold the corners of both groups of gores at a 45-degree angle so that the corners slightly overlap the radial seam.
  - b. Grasp the edge of the right group of gores and fold the edges slightly over the radial seam (approximately 2 inches)
  - c. Continue folding the right group of gores, working toward the apex, until the fold is approximately 36 inches from the apex.
  - d. Fold the left group of gores in a similar manner.

Performance Steps

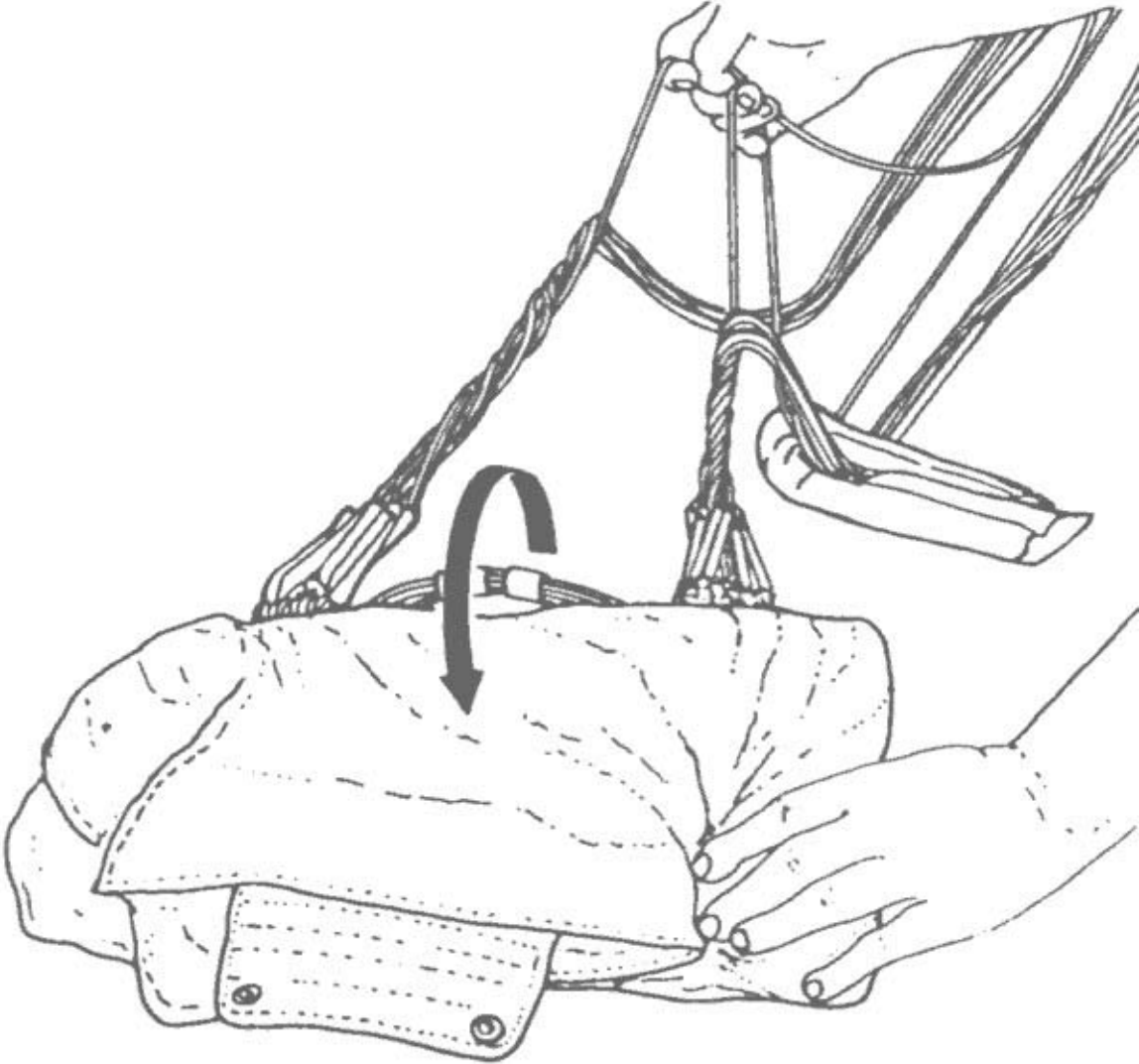


Figure 3-8  
Removing twists from suspension lines

**Performance Steps**

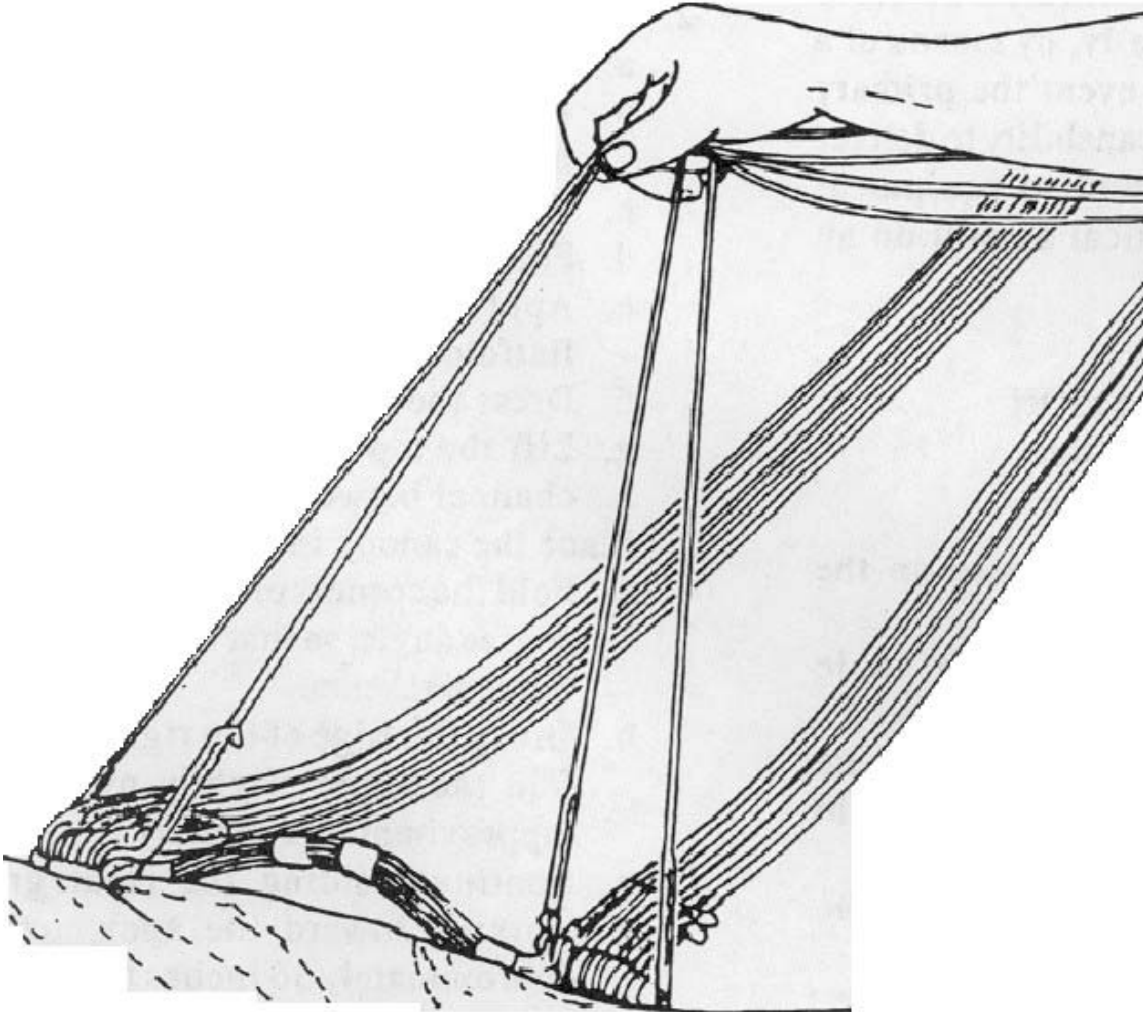


Figure 3-9  
Tracing lines to ensure proper layout

NOTE: After adjusting, parachute should be approximately 10 inches wide at the skirt (lower lateral band) and 6 inches wide where the fold breaks near the apex.

4. Stow the suspension lines.
  - a. Release the tension on the suspension lines, and remove the pack from the tension plate. Position the pack on the table, and fold the side and end flaps under the pack.
  - b. Replace any defective retainer bands.
  - c. Form and secure the first suspension line stow in the lower right corner of the pack.
  - d. Form and secure the second suspension line stow in the lower left corner of the pack. (See Figure 3-10)

Performance Steps

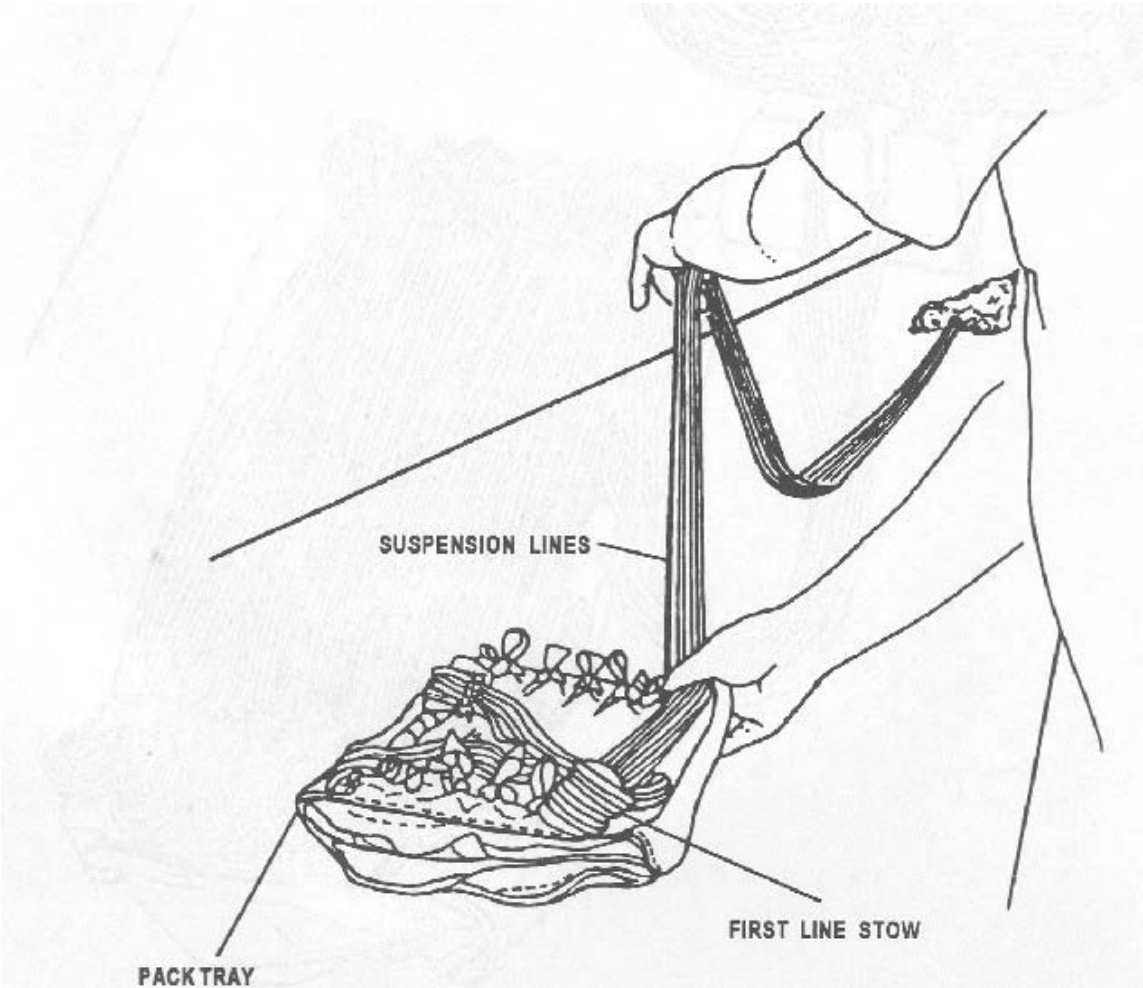


Figure 3-10  
Forming the second stow

**Performance Steps**

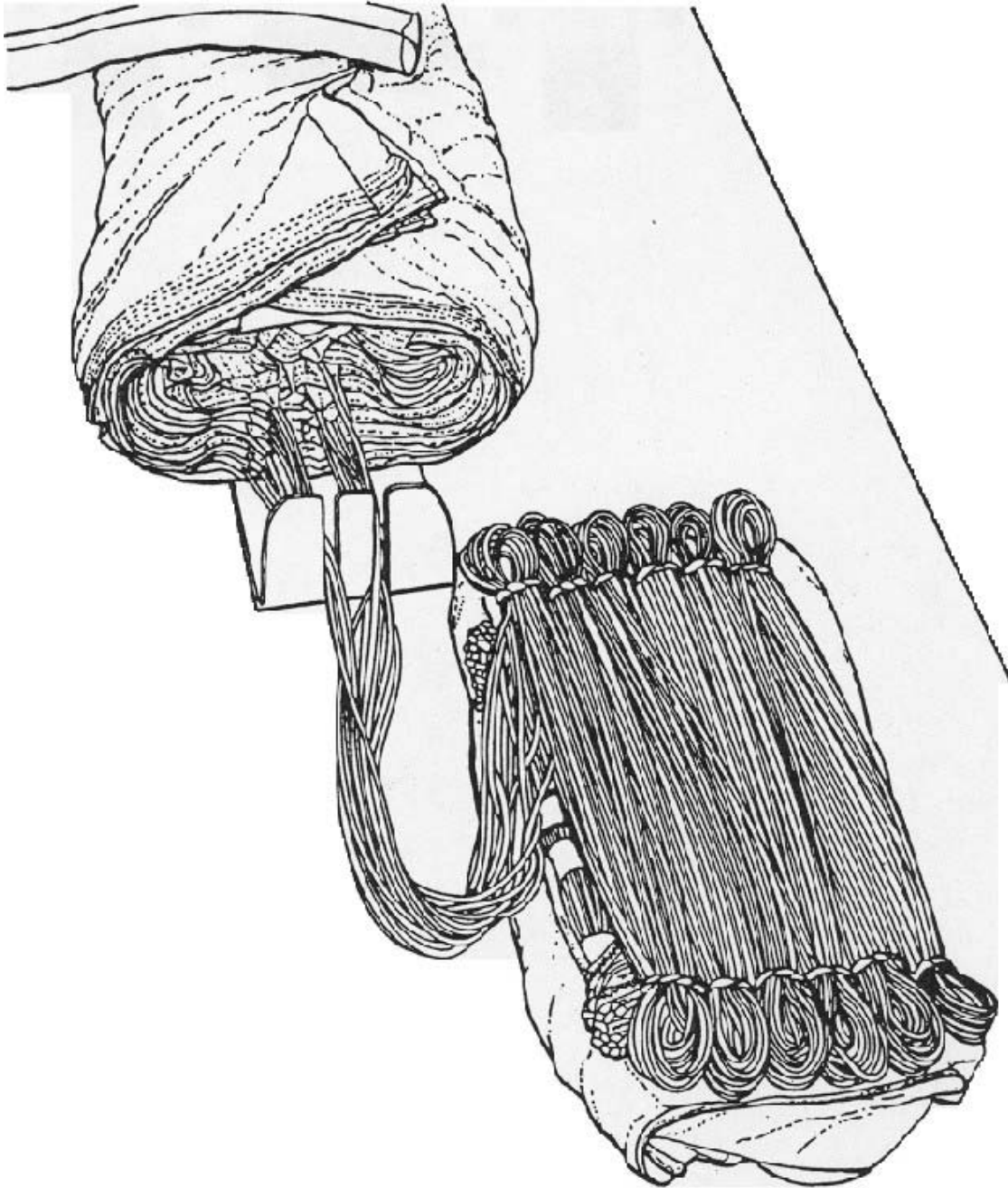


Figure 3-11  
Stowed suspension lines

- e. Stow the suspension lines alternately from right to left until 14 to 16 inches of the unstowed lines remain between the last stow and the skirt of the canopy. Make sure there are 12 stows; 6 stows on each side. (See Figure 3-11)
- 5. Stow the canopy.
  - a. Release the apex lines from the apex hook.
  - b. Position the skirt of the canopy over the stowed suspension lines.

**Performance Steps**

- c. Accordion-fold the canopy to within 8 inches of the apex.
- d. Fold the last 8 inches of canopy at the apex under the last fold; leaving the bridle line extending from the folds.

**6. Close pack and stow pilot chute. (See Figure 3-12)**

- a. Install the rip cord in the rip cord grip pocket.

NOTE: If parachute is being packed for the first time, insert rip cord grip on the rip cord grip pocket, and remove with a twisting motion five times to flex rip cord pocket.

- b. Fold the side flaps and pilot parachute protector flaps over the canopy and install the temporary locking pins.
- c. Fold the rip cord end flap over the canopy and side flaps and install the first rip cord locking pin.
- d. Prepare and stow the pilot parachute between the pilot parachute protector flaps and the bottom side flaps. Make sure that the apex of the pilot parachute canopy is directly under the edge of the right end flap.
- e. Stow the pilot parachute suspension lines between the pilot parachute protector flaps.
- f. Tuck the exposed portion of the bridle line between the parachute canopy and the pilot parachute protector flaps.
- g. Pull the left end flap over the canopy and secure it with the second rip cord locking pin.
- h. Dress the pack.
- i. Attach the hooks of the pack opening spring bands to the corresponding hook eyes on the pack. Make sure the bands are not twisted.
- j. Fold the rip cord protector flap over the rip cord locking pins and secure it in place.

**7. Make entries on DA Form 3912.**

**Performance Steps**

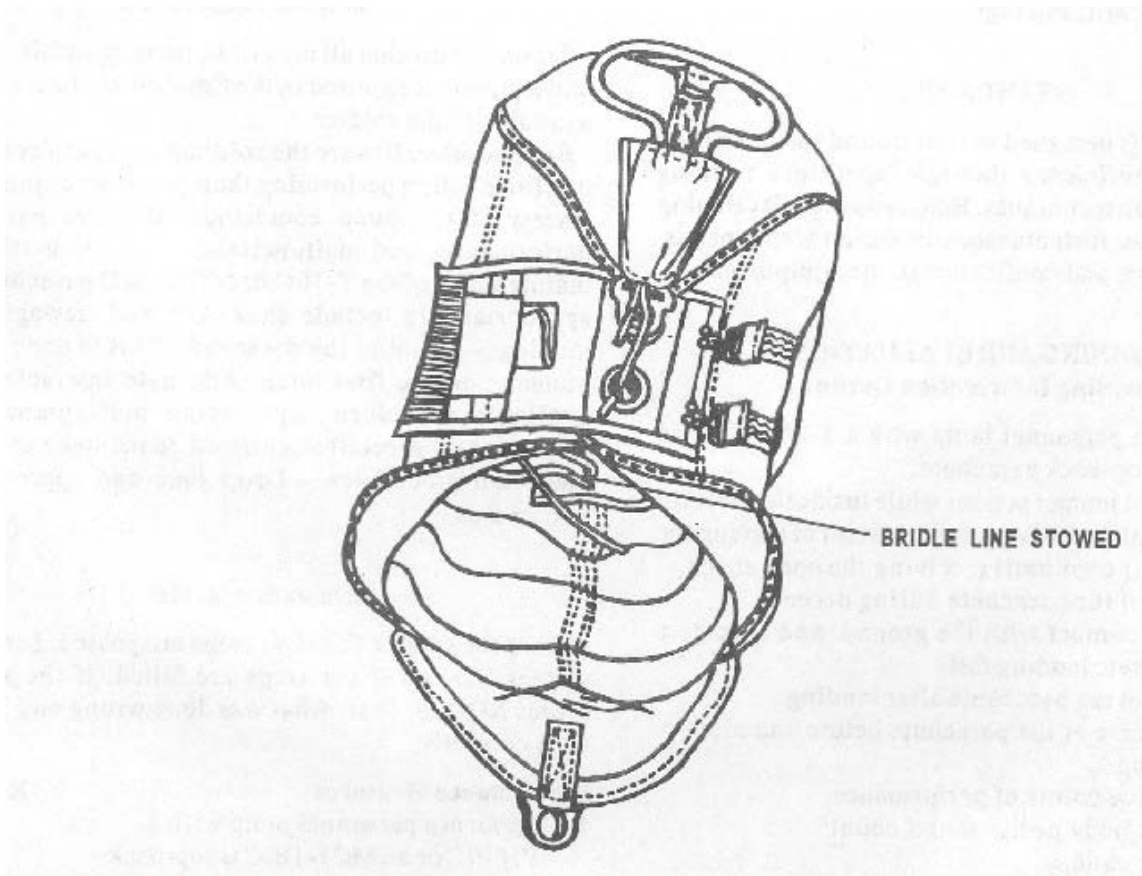


Figure 3-12  
Bridle line stowed

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to pack a 24-foot troop-chest reserve parachute. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present. Ensure that the soldier knows that he must complete all performance measures without error and in sequence within one hour.

**Performance Measures**

	<u>GO</u>	<u>NO GO</u>
1. Placed the parachute in proper layout.	—	—
2. Folded the gores.	—	—
3. Placed the canopy in longfold.	—	—
4. Stowed the suspension lines.	—	—
5. Stowed the canopy.	—	—
6. Closed pack and stowed pilot chute.	—	—
7. Performed entries on DA Form 3912.	—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**

**Required**

TM 10-1670-269-23&P

**Related**



**Perform a Personnel Jump to Check Rigger Proficiency**  
**101-512-1314**

**Conditions:** Given FM 57-220, FM 57-230, aircraft, personnel parachute, reserve parachute, jump helmet, battle dress uniform, all personnel required for an airborne operation, kit bag, identification card, and tags.

**Standards:** The training is designed to initiate and sustain a high standard of proficiency through repetitious training and time-proven techniques. Emphasis is on developing mental alertness, instantaneous execution of commands, self-confidence, and confidence in the equipment.

**Performance Steps**

1. Perform a personnel jump with a T-10B/C or an MC1-1B/C troop-back parachute.
  - a. Control jumper actions while inside the aircraft.
  - b. Control the body from the instant of leaving the aircraft door until receiving the open shock.
  - c. Control the parachute during descent.
  - d. Make contact with the ground and execute a parachute landing fall.
  - e. Control the parachute after landing.
  - f. Take care of the parachute before and after jumping.
2. Use the five points of performance.
  - a. Check body position and count.
  - b. Check canopy.
  - c. Keep a sharp lookout during descent.
  - d. Prepare to land.
  - e. Land.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Ensure the soldiers are given complete briefings before performing their proficiency jump. - A review of the jump commands, the five points of performance, and malfunctions. - An orientation on maintenance of the T-10C or MC1-1B/C parachute (as appropriate) to include shake out and stowage after landing. - Donning the parachute. This is done by the numbers on the first jump. Adequate instructors are available for close supervision and jumpmaster inspections. - Aircraft orientation, to include enplaning and jump procedures. - Drop zone and approximate impact area.

<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
1. Performed a personnel jump with a T10B/C or an MC1-1B/C troop-back parachute.	_____	_____
2. Used the five points of performance.	_____	_____

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**

**Required**  
 FM 57-220

**Related**

## Subject Area 2: Cargo Parachutes

**Pack a G-14, 34-Foot Cargo Parachute**  
**101-512-1304**

**Conditions:** Given TM 10-1670-282-23&P; G-14, 34-foot cargo parachute assembly; 15 1/2-foot static line assembly; type I, 1/4-inch cotton webbing; 1/2-inch tubular nylon webbing; type III nylon cord; rubber retainer bands; set of packing tables; apex hook and tension plate; line separator; packing weights; rigger knife; pen; and DA Form 3912.

**Standards:** Perform in sequence all steps in packing a G-14, 34-foot cargo parachute. The parachute provides low-velocity air delivery of nonfragile supplies.

**Performance Steps**

1. Place the parachute in proper layout.
  - a. Lay the canopy assembly lengthwise on the packing table.
  - b. Attach the canopy to the packing table apex hook.
  - c. Attach the riser spreader bar to the tension plate and apply enough tension to keep the canopy on the table.
  - d. Check the vent or bridle lines to determine if the canopy is inverted.
  - e. Remove the inversion.
  - f. Remove any turns, tangles, or twists; place the suspension lines in their proper layout.
  - g. Locate top center gore of canopy and divide suspension lines into two groups. Lines 1 through 16 should be in left group and lines 17 through 32 in right group. Lines 1 and 32 should be located on top of their respective groups and lines 16 and 17 should be on the bottom.
  - h. Check canopy assembly for proper layout by raising top and bottom center gores and tracing suspension lines to connector loops, lines 1 and 32, top inside riser lines.
2. Fold the canopy gores.
  - a. Apply tension to the canopy assembly.
  - b. Fold the right group of gores.
  - c. Fold the left group of gores.
  - d. Flat-fold the canopy and apply second tension to suspension lines.
  - e. Dress the gores and the lower lateral band.
  - f. Ensure that there are 16 gores in each gore group.
  - g. Lift the top radial line and check for a clear channel between the two groups of gores.
  - h. Long-fold the outer edge of the canopy in toward the canopy center to the radial seams and continue the fold to within 48 inches of the apex. Adjust the packing weights to hold both groups of gores.
3. Stow the suspension lines.
  - a. Position the parachute pack on the table next to the area at which the suspension lines are attached to the risers; roll the pack sides down.
  - b. Install the retainer bands as required.
  - c. Release the tension from the canopy; position the risers, spreader, and suspension lines on the lower edge of the pack bottom.
  - d. Form and secure the first suspension line stow at the lower right corner of the pack; making the stows the same width as the inside bottom of the pack.
  - e. Rotate the pack one-quarter turn counterclockwise.
  - f. Form and secure the second suspension line stow in the lower left corner of the pack.
  - g. Stow the suspension lines alternately from right to left until the lines are stowed to within 12 to 14 inches of the canopy skirt.
  - h. Rotate the pack one-quarter turn clockwise.
4. Stow the canopy.

### Performance Steps

- a. Remove the bridle loop from the vent attaching hook.
  - b. Grasp the canopy skirt and place the canopy over the stowed suspension lines. Align the canopy skirt with the lower edge of the pack inside bottom.
  - c. Accordion-fold the canopy into the pack until the vent lines and bridle loop are centered on top of the folded canopy.
  - d. Make sure the left riser extends from the pack lower left corner and the right riser extends from the pack lower right corner.
5. Attach a nonbreakaway static line and the drogue. (See Figure 3-13)
- a. Cut a 12-inch length of type III nylon cord and remove the core threads.
  - b. Position the static line break cord attaching loop at a point above and adjacent to the canopy bridle loop.
  - c. Pass one end of the cord length through the canopy bridle loop and center the cord length in the loop.
  - d. Pass each end of the cord length through the static line break cord attaching loop from opposite directions and draw the cord ends tight.
  - e. Secure the cord ends together on top of the break cord attaching loop with a surgeon's knot and a locking knot.
  - f. Pass 3 to 4 inches of the drogue attaching loop through the static line break cord attaching loop after the static line is attached to the canopy bridle loop.
  - g. Pass the drogue body through the extended drogue attaching loop end and draw the drogue attaching loop tight.
  - h. Stow the drogue body on top of the canopy adjacent to the canopy vent and ensure the drogue does not become entangled in the vent lines.
6. Attach breakaway static line.
- a. Cut an appropriate length of 1/2-inch wide tubular nylon webbing.
  - b. Position the static line break cord attaching loop at a point above and adjacent to the canopy bridle loop.
  - c. Attach the static line break cord attaching loop to the canopy bridle loop by making one turn single with the cord length; forming an 8-inch loop in the cord length between the two loops. (See Figure 3-13)
  - d. Secure the ends with a surgeon's knot and a locking knot. Make an overhand knot in each running end.
7. Close the pack.
- a. Fold the vent lines and the canopy bridle loop on top of the stowed canopy inside the pack.
  - b. Fold the pack closing flaps over the stowed canopy.
  - c. Cut a 36-inch length of type I, 1/4-inch cotton webbing, and make the pack closing tie. Make sure the length of webbing does not pass over the static line.
8. Stow the static line. (See Figure 3-14)
- a. Install the retainer bands on the static line retainer loops.
  - b. Form and secure the first static line stow at the upper right corner of the pack.
  - c. Form and secure the second static line stow at the lower right corner of the pack.
  - d. Stow the static line alternately from right to left until the static line is completely stowed.
9. Complete the pack. (See Figure 3-15)
- a. Fold the risers diagonally across the top of the pack.
  - b. Secure the riser clevises with a pack tie-down strap.
- NOTE: When a G-14 cargo parachute is to be used with a breakaway static line which will be connected to an anchor line cable, use the procedures in 9c, 9d, and 9e.
- c. Remove the riser clevis from the static line end, reinstall the clevis pin and safety pin in the clevis and position the clevis above the static line end with the pin facing the static line clevis attaching loop.

**Performance Steps**

- d. Cut a 12-inch length of nylon cord and remove the core threads. Center the cord length around the clevis pin of the removed riser clevis.
- e. Pass each cord end through the static line clevis attaching loop from opposite directions and form a 4-inch long loop between the clevis pin and the static line end. Secure the cord running ends on top of the static line clevis attaching loop with a surgeon's knot and a locking knot. Make an overhand knot in each running end.

10. Make entries on DA Form 3912.

**Performance Steps**

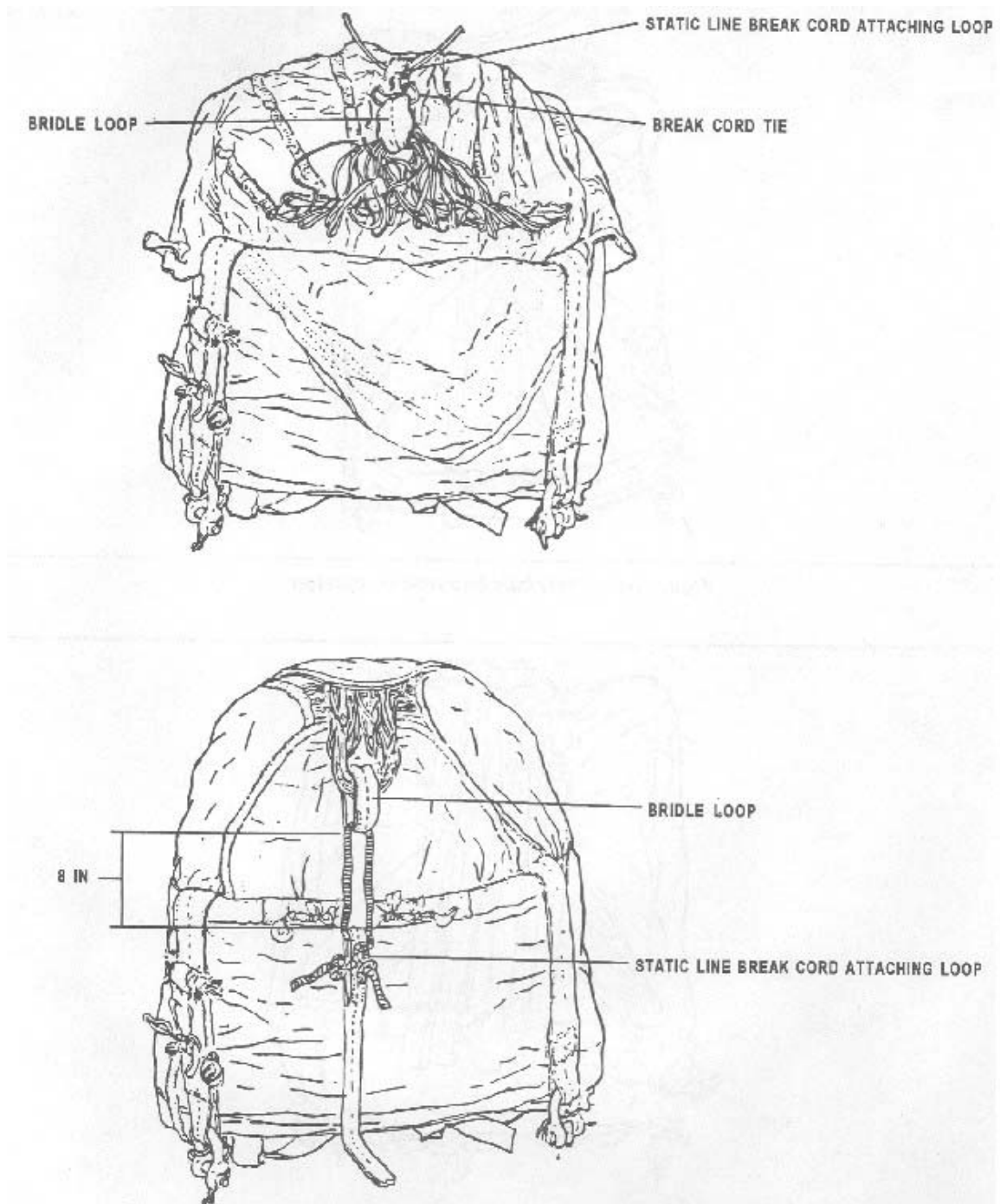


Figure 3-13  
Break cord ties installed

Performance Steps

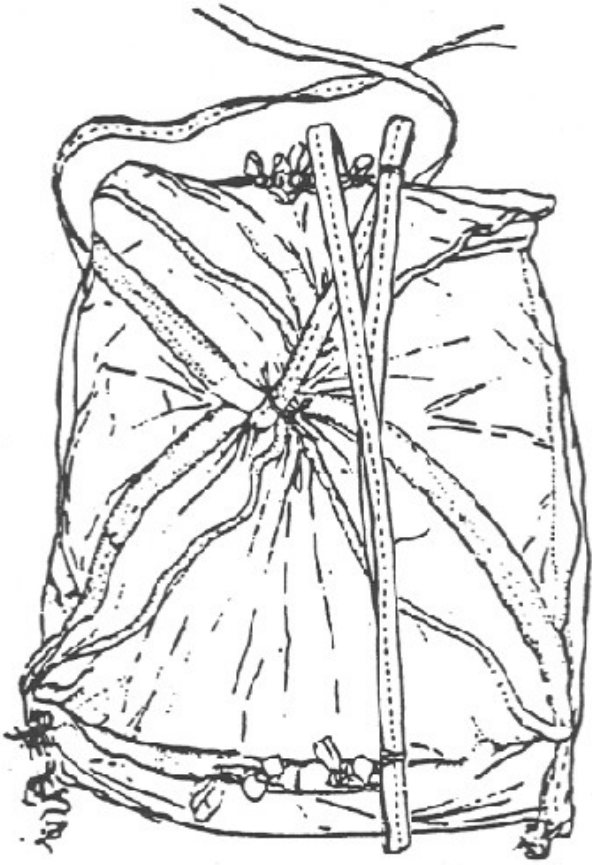


Figure 3-14  
First static line stow completed

**Performance Steps**



Figure 3-15  
Static line stowage completed

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to pack a G-14, 34-foot cargo parachute. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present. Ensure that the soldier knows that

he must complete all performance measures without error. Ensure the equipment is delivered in usable condition in a combat zone.

<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
1. Placed the parachute in proper layout.	—	—
2. Folded the canopy gores.	—	—
3. Stowed the suspension lines.	—	—
4. Stowed the canopy.	—	—
5. Attached a nonbreakaway static line and the drogue.	—	—
6. Attached breakaway static line.	—	—
7. Closed the pack.	—	—
8. Stowed the static line.	—	—
9. Completed the pack.	—	—
10. Performed entries on DA Form 3912.	—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**

**Required**  
TM 10-1670-282-23&P

**Related**



## Pack a 26-Foot High-Velocity Cargo Parachute

101-512-1305

**Conditions:** Given TM 10-1670-276-23&P; 26-foot high-velocity cargo parachute assembly; packing weights; line separator; type I, 1/4-inch cotton webbing; rigger knife; rubber retainer bands; pen; set of packing tables; apex hook and tension plate; 1/2-inch tubular nylon webbing; static line with riser clevis; type III nylon cord; ticket number 5 or 8/7 cotton thread; and DA Form 3912.

**Standards:** Perform in sequence all steps in packing a 26-foot high-velocity cargo parachute. The parachute provides high-velocity air delivery on non-fragile supplies.

### Performance Steps

1. Place the parachute in proper layout.
  - a. Lay the canopy assembly lengthwise on the packing table.
  - b. Attach the canopy to the packing table apex hook.
  - c. Attach the riser spreader bar to the tension plate and apply enough tension to keep the canopy on the table.
  - d. Check the vent lines to determine if the canopy is inverted.
  - e. Remove any turns, tangles, or twists; place the suspension lines in their proper layout.
  - f. Check canopy assembly for proper layout by raising top and bottom center gores and tracing suspension lines to connector loops.
2. Flat-fold the canopy gores.
  - a. Apply tension to the canopy assembly.
  - b. Fold the right group of gores.
  - c. Fold the left group of gores.
  - d. Flat-fold the canopy and apply additional tension.
  - e. Dress the gores and the lower lateral band.
  - f. Lift the top radial line and check for a clear channel between the two groups of gores.
3. Long-fold the canopy and tying break cord.
  - a. Long-fold the canopy.
    - (1) Fold right group of gores over the radial tape approximately 2 inches.
    - (2) Taper the fold until it breaks at a point approximately 36 inches from the apex.
    - (3) Fold the left group in a similar manner.

**NOTE:** After longfold, the canopy should be the width of the deployment bag at the skirt.

- b. Attach deployment bag with nonbreakaway static line.
  - (1) Cut a 36-inch length of type I, 1/4-inch cotton webbing to be used as a break cord.
  - (2) Position the deployment bag attaching loop next to the canopy bridle loop.
  - (3) Make the break cord tie; forming a 3-inch loop in the webbing between the bridle loop and bag attaching loop.
- c. Attach deployment bag retaining tie and breakaway static line.
  - (1) Cut a 30-inch length of 1/2-inch tubular nylon webbing.
  - (2) Position the deployment bag attaching loop next to the canopy bridle loop forming an 8-inch loop. (See Figure 3-16)
  - (3) Remove the riser clevis from the small loop of the static line.
  - (4) Pass the large loop of the static line through the deployment bag main strap attaching loops.
  - (5) Pass the opposite end of the static line through the large loop. Draw the formed loop tight against the main strap attaching loop.
  - (6) Tape the small loop of the static line.
  - (7) Cut an 18-inch length of type III nylon cord and remove the core threads.
  - (8) Attach the riser clevis to the static line with type III nylon cord; forming a 4-inch loop. (See Figure 3-17)

Performance Steps

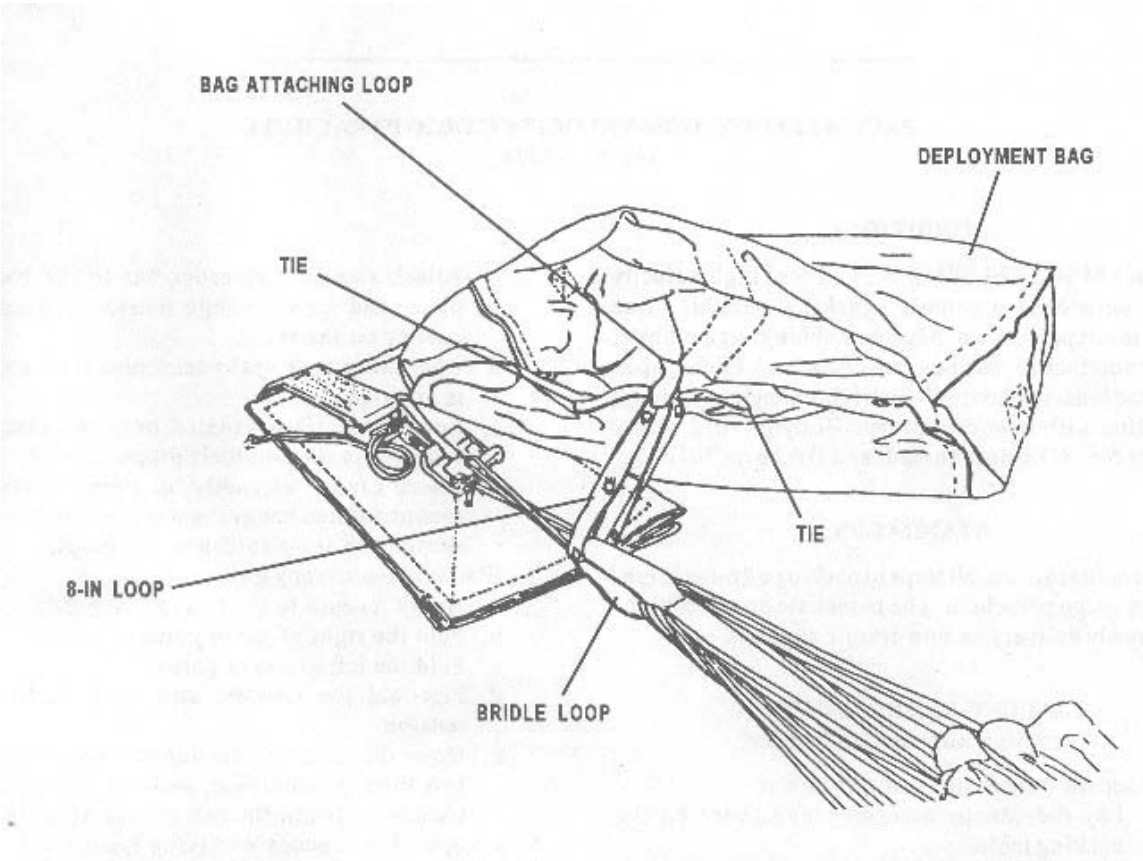


Figure 3-16  
Retaining the loop formed

**Performance Steps**

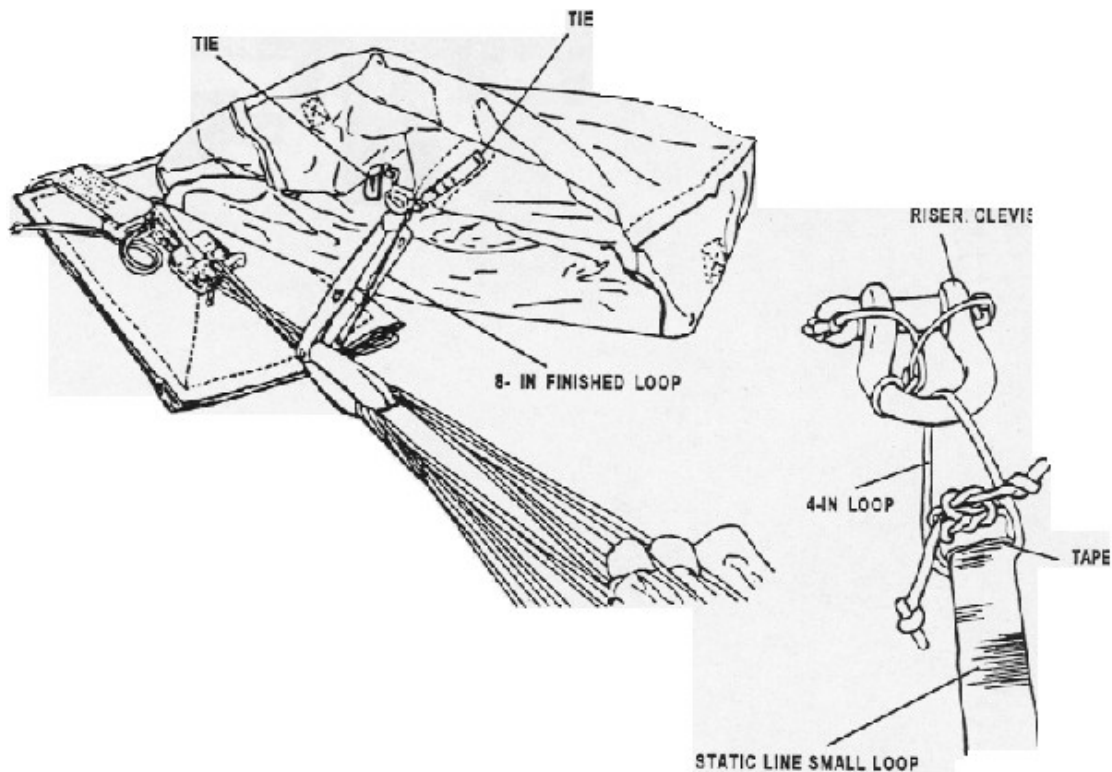


Figure 3-17  
Attaching deployment bag retaining tie and breakaway static line

4. Stow the canopy.
  - a. S-fold the canopy into the deployment bag beginning at the upper right corner of the bag. Continue S-folding the canopy into the bag until the suspension lines extend from the center of the open end of the bag.
  - b. Cut a 24-inch length of type I, 1/4-inch cotton webbing. Make a one-turn single bag closing tie by tying top and bottom center bag tie loops around extended suspension lines.
5. Stow the suspension lines.
  - a. Form and secure the first suspension line stow in the upper right corner of the deployment bag.
  - b. Form and secure the second suspension line stow in the upper left corner of the deployment bag. Rotate the bag one-quarter turn clockwise.
  - c. Stow the suspension lines alternately from right to left until the lines are stowed to within 5 inches of riser connector loops.
  - d. Make sure the width of the stow does not exceed the width of the suspension line protector flap.
6. Make the riser securing ties.
  - a. Position the riser connector loops at a point immediately below the open end of the bag.
  - b. Cut two 18-inch lengths of type I, 1/4-inch cotton webbing for use as tie material.
  - c. Make the riser securing ties and ensure the knots are located to the outside of the bag tie loops.
  - d. Close the suspension line protector flap over the stowed suspension lines.
  - e. Make the protector flap securing ties.

**Performance Steps**

7. Complete the 26-foot-diameter parachute pack.
  - a. Form and secure the first static line stow at the upper left corner of the deployment bag.
  - b. Form and secure the second static line stow at the upper right corner of the deployment bag.
  - c. Stow alternately from right to left until the static line is completely stowed and secured.  
Ensure that the stows do not extend more than 2 inches beyond the outer edge of the static line retaining straps.
  - d. Attach a medium clevis to the clevis attaching loops located on the ends of the two risers.
  - e. Fold the risers and clevis over the top of the deployment bag.
  - f. Cut a 10-inch length of type I, 1/4-inch cotton webbing.
  - g. Secure the clevis to the deployment bag.
8. Make entries on DA Form 3912.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to pack a 26-foot high-velocity cargo parachute. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present. Ensure that the soldier knows that he must complete all performance measures without error. Ensure the equipment is delivered in usable condition in a combat zone.

**Performance Measures**

	<u>GO</u>	<u>NO GO</u>
1. Placed the parachute in proper layout.	___	___
2. Performed Flat-fold of the canopy gores.	___	___
3. Performed Long-fold of the canopy and tying break cord.	___	___
4. Stowed the canopy.	___	___
5. Stowed the suspension lines.	___	___
6. Performed making of the riser securing ties.	___	___
7. Completed the 26-foot-diameter parachute pack.	___	___
8. Performed entries on DA Form 3912.	___	___

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**

**Required**

TM 10-1670-276-23&P

**Related**

## **Shake Out Large Cargo Parachutes**

**101-512-1417**

**Conditions:** Given a large cargo parachute, tension device, stationary post, pedestal fan, soft bristle brush or broom, and TM 10-1670-276-23&P.

**Standards:** Perform all performance measures without error and in sequence within 30 minutes.

### **Performance Steps**

1. Place the parachute in layout on a clean floor surface.
  - a. Stretch the canopy assembly on a suitable packing surface next to a tension device and stationary post.
  - b. Inspect the canopy to see if it is inverted. If the canopy is inverted, raise the canopy skirt, and walk up through the canopy. Grasp the bridle loop, and pull it out through the skirt of the canopy between two adjacent suspension lines. Handle the parachutes so that damage is avoided.
2. Remove debris from the outside of the canopy and the suspension lines.
3. Position a large pedestal fan at a point 10 feet below the canopy skirt so the airstream will partially inflate the canopy.
4. Remove any debris from the inside of the canopy. Walk through the inflated canopy with a broom or fine-bristled brush, and sweep the inside surfaces of debris. (See Figure 3-18)

Performance Steps

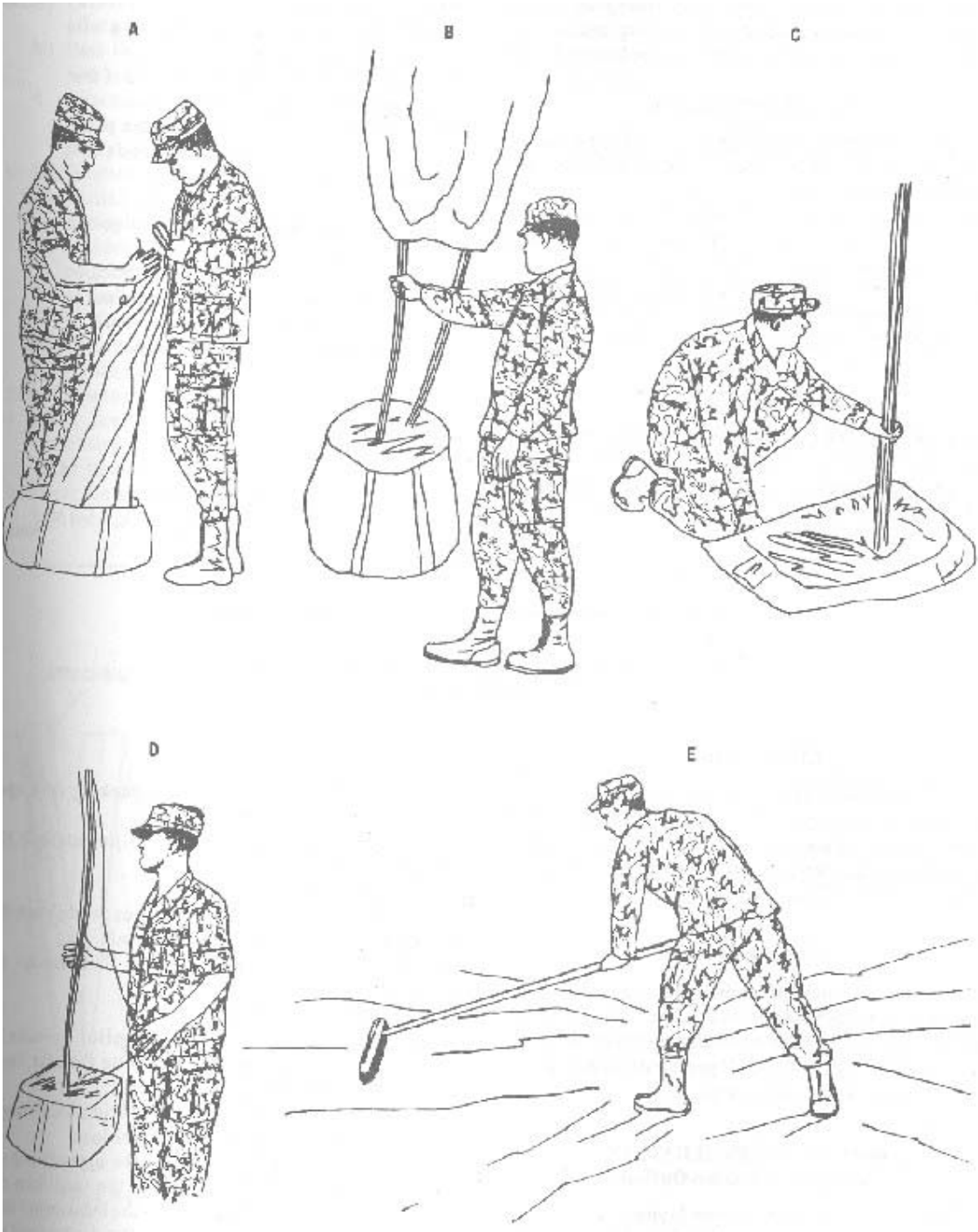


Figure 3-18  
Shake out

- 5. S-fold the canopy, suspension lines, and risers inside of the deployment bag after the suspension lines and risers have been daisy-chained. (See Figure 3-18)

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier the shake out will be accomplished by a three-person team, either indoors within a shake-out room or outdoors at a suitable-sized shake-out area. Each parachute canopy will be inflated and all debris removed by shaking the canopy thoroughly or by brushing it with a dry soft-bristled brush.

<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
1. Placed the parachute in layout on a clean floor surface.	—	—
2. Removed debris from the outside of the canopy and the suspension lines.	—	—
3. Positioned a large pedestal fan at a point 10 feet below the canopy skirt so the airstream will partially inflate the canopy.	—	—
4. Removed any debris from the inside of the canopy.	—	—
5. Performed S-fold of the canopy, suspension lines, and risers inside of the deployment bag after the suspension lines and risers have been daisy chained.	—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**

**Required**

TM 10-1670-276-23&P

**Related**

## Pack a 68-Inch-Diameter Pilot Parachute

**101-512-1420**

**Conditions:** Given TM 10-1670-281-23&P, 68-inch-diameter pilot parachute with deployment bag, ticket number 5 or 8/7 cotton thread, connector link separator, 111-inch deployment line, rubber retainer bands, type III nylon cord, riser clevis, rigger knife, and packing table.

**Standards:** Perform in sequence all steps in packing a 68-inch-diameter pilot parachute within one hour. The 111-inch deployment line and the 68-inch-diameter pilot chute are used with the G-12D and G-12E parachutes when the A-22 air delivery cargo bag is used.

### Performance Steps

1. Place the parachute in proper layout.
  - a. Lay the canopy assembly lengthwise on the packing table.
  - b. Attach the canopy to the packing table apex hook.
  - c. Check the canopy apex to determine if the canopy is inverted.
  - d. Remove the inversion.
  - e. Remove any turns, tangles, or twists; place the suspension lines in their proper layout.
2. Attach the static line for breakaway or nonbreakaway.
  - a. Rig for breakaway.
    - (1) Partially invert the pilot parachute deployment bag by folding the sides back to expose the inner loop.
    - (2) Pass the small loop of the bridle line through the deployment bag inner loop.
    - (3) Pass the large loop on the opposite end of the bridle line through the small loop to form a slip loop around the inner loop of the deployment bag. Draw the slip loop tight.
    - (4) Pass the bridle line large loop through the pilot parachute break cord attaching loop.
    - (5) Pass the pilot parachute deployment bag and static line through the large loop to form a slip loop around the pilot parachute break cord attaching loop. Pull the slip loop tight.
  - b. Rig for nonbreakaway.
    - (1) Partially invert the pilot parachute deployment bag. Position the inner loop immediately above the pilot parachute break cord attaching loop.
    - (2) Make the break cord tie using a single length of ticket number 5 or 8/7 cotton thread. Secure the tie with a surgeon's knot and a locking knot.
3. Fold the canopy.
  - a. Make four gorefolds to the right of the suspension lines and four gorefolds to the left of the suspension lines.
  - b. Dress the gores.
  - c. Fold the right gore group over the canopy center.
  - d. Fold the left gore group over the right gore group.
4. Attach the deployment line.
  - a. Disassemble the pilot parachute suspension line connector link assembly.
  - b. Insert the free connector link L-bar through the loop on one end of the 111-inch deployment line. (See Figure 3-19)
  - c. Reassemble the link assembly.
5. Stow the canopy, suspension lines, and deployment line.
  - a. Remove the deployment bag inversion.
  - b. S-fold the canopy into the bag.
  - c. S-fold the suspension lines to the width of the bag, and secure the folded lines with a retainer band.
  - d. Insert the suspension lines into the pilot parachute bag.
  - e. S-fold the deployment line length into the pilot parachute bag.
  - f. Position the deployment line connector link at the lower center of the open end of the bag.



**Performance Steps**

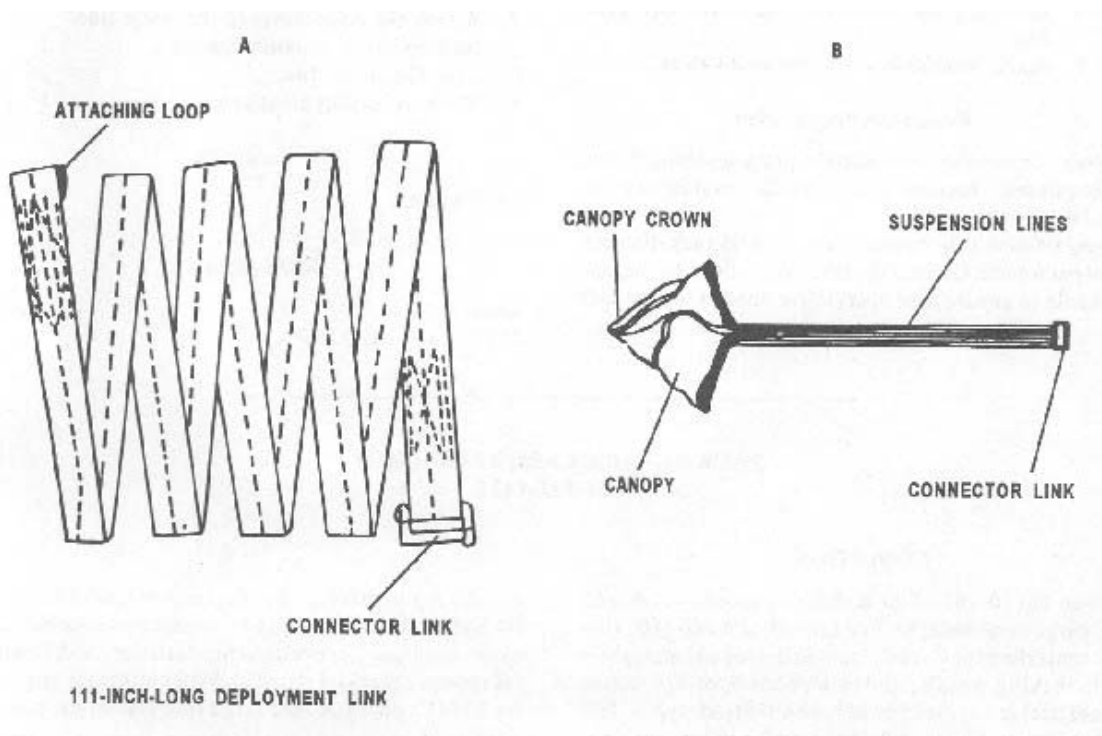


Figure 3-19  
Attaching 111-inch deployment line to the 68-inch-diameter pilot parachute

6. Close the pilot parachute bag with a length of ticket number 5 or 8/7 cotton thread. Secure the thread with a surgeon's knot and a locking knot.
7. Attach the riser clevis to the static line for breakaway or nonbreakaway.
  - a. Rig for breakaway.
    - (1) Cut a 12-inch length of type III nylon cord, and remove the core threads.
    - (2) Attach the riser clevis to the static line using the length of type III nylon cord.
  - b. Rig for nonbreakaway.
    - (1) Remove the cotter pin from the clevis pin and the clevis pin from the body of the clevis.
    - (2) Attach the clevis to the static line clevis attaching loop, and reinsert the clevis pin and the cotter pin.
8. Stow the static line.
  - a. S-fold the static line in 8-inch folds.
  - b. Secure each end of the folded lines with a retainer band.
9. Mark the deployment bag.
  - a. Place a piece of masking tape on deployment bag.
  - b. Mark "Breakaway" or "Nonbreakaway."

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to pack a 68-inch-diameter pilot parachute. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present. Ensure that the soldier knows that he must complete all performance measures without error and in sequence within one hour.

<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
1. Placed the parachute in proper layout.	—	—
2. Attached the static line for breakaway or nonbreakaway.	—	—
3. Folded the canopy.	—	—
4. Attached the deployment line.	—	—
5. Stowed the canopy, suspension lines, and deployment line.	—	—
6. Closed the pilot parachute bag with a length of ticket number 5 or 8/7 cotton thread. Secured the thread with a surgeon's knot and a locking knot.	—	—
7. Attached the riser clevis to the static line for breakaway or nonbreakaway.	—	—
8. Stowed the static line.	—	—
9. Marked the deployment bag.	—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**

**Required**  
TM 10-1670-281-23&P

**Related**

## PACK A G-11B/C CARGO PARACHUTE

101-512-1422

**Conditions:** Given TM 10-1670-280-23&P; unpacked G-11B or G-11C cargo parachute; 95-foot centerline for G-11B; 100-foot centerline for G-11C; tension device and stationary post; tacking needle; ticket number 3 or 8/4 cotton thread; ticket number 5 or 8/7 cotton thread; type I, 1/4-inch cotton webbing; 1/2-inch tubular nylon webbing; type IV nylon reefing lines (as required) for G-11C; type III nylon cord; kraft paper; pressure-sensitive tape; nylon webbing strap with strap fastener; M-21 cutters (as required) for G-11B; MLU58/B cutters (as required) for G-11C; pedestal fan; large line separator; and DA Form 3912.

**Standards:** Perform in sequence all steps in packing a G-11B or G-11C cargo parachute within one hour. The parachute provides air delivery of vehicular and bulk-type platform loads.

### Performance Steps

NOTE: Use three soldiers for this task.

1. Place the parachute in proper layout.
  - a. Spread the canopy assembly on a suitable packing surface with the vent lines placed next to a stationary post and the suspension risers placed near a tension device.
  - b. Inspect the canopy to see if it is inverted. If the canopy is inverted, lift the canopy skirt, and walk through the canopy to the vent area. Grasp the bridle loop, and pull the canopy down through the canopy skirt between two adjacent suspension lines.
  - c. Remove turns, tangles, or twists.
  - d. Separate suspension lines into two groups.
2. Position the centerline.
  - a. Position a large pedestal fan about 10 feet below and 6 feet to the left of the canopy skirt. Adjust the fan so the canopy will be partially inflated.
  - b. Walk up through the inside of the canopy, and pull the centerline to the canopy vent.
  - c. Pass the centerline to another packer on the outside of the canopy.
  - d. Secure the centerline temporarily to the bridle loop with a length of 1/4-inch wide cotton webbing.
  - e. Attach the bridle loop to the stationary post.
  - f. Place the free end of the centerline between lines 60 and 61 at the canopy skirt.
3. Install four M-21 reefing line cutters at lines 1, 31, 61, and 91 for the G-11B or two MLU58/B reefing line cutters at lines 1 and 61 for the G-11C.
  - a. Insert the cutter into the upper end of the bracket.
  - b. Align the screw that protrudes from the side of the cutter with the slot in the upper end of the cutter bracket.
  - c. Slide the cutter into the cutter bracket flush against the inside bottom end of the bracket.
  - d. Turn the cutter one-quarter turn to allow the screw to fit into the indentation located in the center of the bracket.
  - e. Tighten the reefing line cutter bottom screw by hand.
4. Threading the reefing line cutter at line 61 for the G-11C.
  - a. Cut two 18-inch lengths of 1/2-inch tubular nylon webbing to be used as reefing line securing ties.
  - b. Rotate the reefing line cutter at line 61 upward and pass one end of the securing tie from left to right through the reefing line cutter hole. Center the tie with an equal amount of webbing on each side of the reefing line cutter.
  - c. Pass the running end of the webbing on the left side of the cutter through the end loop of one of the 10-foot reefing lines. Pass the running end of the webbing on the right side of the cutter through the second reefing line end loop.

**Performance Steps**

- d. Secure the ends of the reefing line securing tie together over the reefing line cutter with a square knot. Route one running end of the tie up through the side screw slot of the reefing cutter bracket. Secure the running ends together with a square knot and locking knot with an overhand knot in each running end.

## 5. Fold the gores, and reef the canopy G-11B.

- a. Position a large line separator between the two groups of suspension lines at a suitable point below the canopy skirt. Insert line 61 into the right slot.
- b. Cut four 16 1/2-foot lengths of 1/2-inch tubular nylon webbing, and tape 2 inches of the ends of each webbing length.
- c. Rotate the reefing line cutter at line 61 upward, and pass one end of a 16 1/2-foot reefing line from left to right through the hole in the reefing line cutter. Pull 9 inches of the reefing line through cutter.
- d. Make a slipknot immediately to the right of the reefing line cutter to secure the reefing line during the reefing, using the 9-inch length of the reefing line.
- e. Position a large pedestal fan at a point 10 feet below the canopy skirt. Position the fan so the airstream will partially inflate the canopy.
- f. Have one packer pass each line in the right group to a second packer who threads the right running end of the reefing line through each reefing ring beginning with line 62. After each reefing ring is threaded, the second packer will use a leg to guide the suspension line into the right slot of the line separator. Continue the gorefolding process until lines 61 through 90 are reefed and in the right slot on the line separator and the gores between each line are folded.
- g. Stop the gorefolding. From right to left, pass the end of the reefing line through the reefing line cutter at line 91, and pull 9 inches through.
- h. Pass one end of the second reefing line, from left to right, through the hole in the reefing line cutter at line 91, and pull 9 inches through.
- i. Secure the two reefing line ends together over the reefing line cutter at line 91 with a surgeon's knot and a locking knot. Make an overhand knot in each running end.
- j. Fold the gores, and reef the canopy skirt between lines 91 and 120 until the right group of gores are folded and lines 61 through 120 are in the right slot of the line separator using the gorefolding procedures in 5f.
- k. Rotate the reefing line cutter at line 61 upward again and from right to left. Pass one end of the third reefing line through the hole in the reefing line cutter.
- l. Pull 9 inches of the third reefing line through the reefing line cutter. Release the slipknot on the first reefing line.
- m. Secure the ends of the first and third reefing lines together over the reefing line cutter at line 61 with a surgeon's knot and a locking knot. Make an overhand knot in each running end.

## Performance Steps

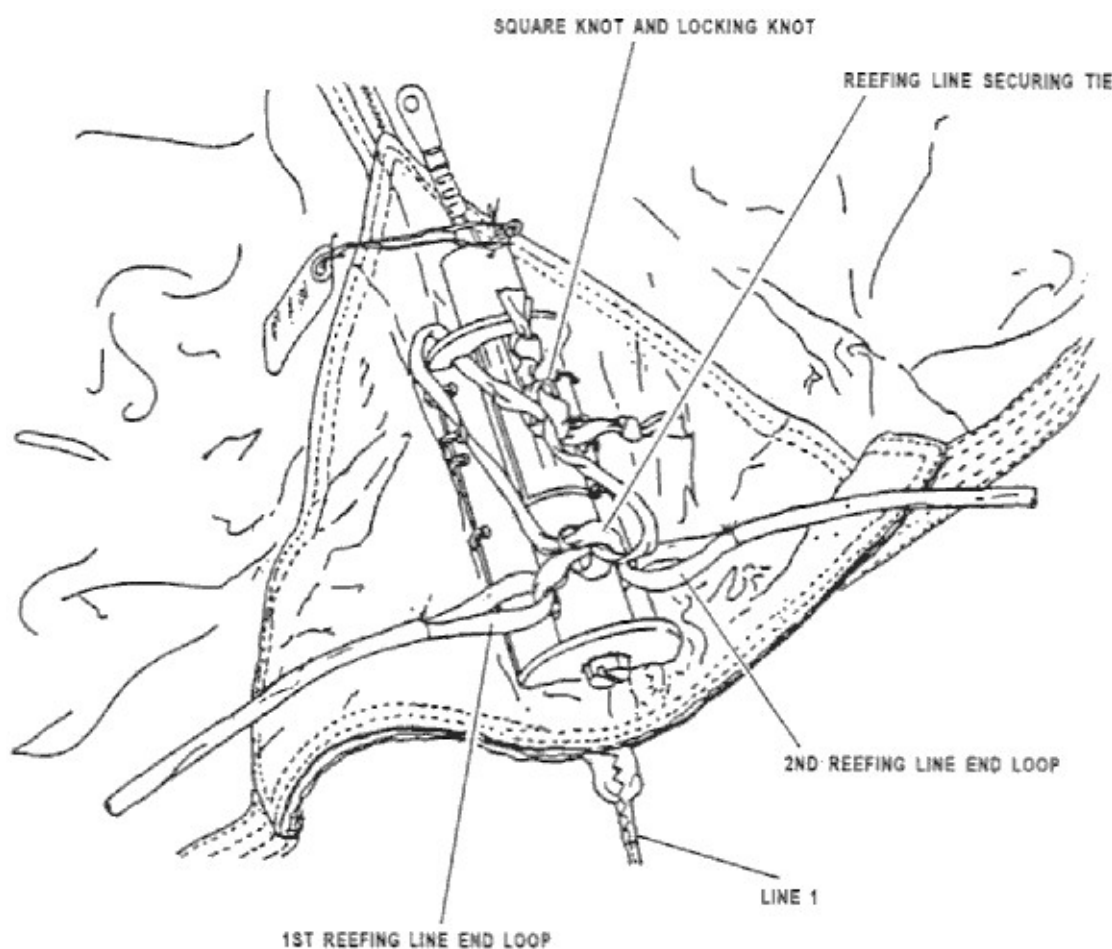


Figure 3-20  
Reefing line secured to cutter over line 1

- n. Have one packer pass each line in the left group to a second packer who threads the left running end of the reefing line through each reefing ring beginning with line 59. After each reefing ring is threaded, the second packer will use a leg to guide the suspension line into the left slot of the line separator. Continue the gorefolding process until lines 60 through 31 are reefed and in the left slot of the line separator and the gores between each line are folded.
  - o. Stop the gorefolding process. From left to right, pass the end of the third reefing line through the reefing line at line 31, and pull 9 inches through.
  - p. Pass one end of the fourth reefing line, from right to left, through the hole in the reefing line cutter at line 31, and pull 9 inches through.
  - q. Fold the gores, and reef the canopy skirt between lines 31 and 1 until the left group of gores are folded and lines 60 through 1 are in the left slot of the suspension line separator using the gorefolding procedures in 5n.
  - r. Pass the end of the fourth reefing line through the hole in the reefing line cutter at line 1 from left to right, and pull 9 inches through.
  - s. Pass the end of the second reefing line through the hole in the reefing line cutter at line 1 from right to left, and pull 9 inches through.
  - t. Secure the two reefing line ends together over the reefing line cutter at line 1 with a surgeon's knot and locking knot. Make an overhand knot in each running end.
6. Fold the gores, and reef the canopy for the G-11C.

### Performance Steps

- a. Position a large line separator between the two groups of suspension lines and insert line 60 into the left slot of the line separator and line 61 into the right slot.
  - b. While holding line 61 in position in the line separator, pick up the right suspension line group and throw the right group of gores and lines over the left group of gores and lines.
  - c. Position a large pedestal fan at a point of 10-feet below the canopy skirt. Position the fan so the airstream will partially inflate the canopy.
  - d. Beginning with line 62, have one packer pass each line in the right group to a second packer who threads the right running end of the reefing line through each reefing ring. After each reefing ring is reefed, the second packer will use a leg to guide the suspension lines into the ring slot of the line separator. Continue the gore folding process until lines 61 through 120 are reefed and in the right slot of the line separator and the gores between each line are folded.
  - e. Beginning with line 59, have one packer pass each line in the left group to a second packer who threads the left running end of the reefing line through each reefing ring. After each reefing ring is reefed, the second packer will use a leg to guide the suspension lines into the left slot of the line separator. Continue the gore folding process until lines 60 through 1 are reefed and in the left slot of the line separator and the gores between each line are folded.
  - f. Secure the two reefing line ends together at the reefing line cutter at line 1. Follow the procedures in Performance Step 4.
7. Complete centerline installation.
- a. Disconnect the bridle loop from the stationary post, and dress the upper lateral band making sure the vent lines are centered and separated. (See Figure 3-21)
  - b. Grasp the vent line, with the bridle loop positioned to one side, and place the crew pin shackle over the vent lines. (See Figure 3-22)
  - c. Rotate the vent lines down over the shackle legs to form a girth hitch. (See Figure 3-23)
  - d. Disconnect the centerline from the bridle loop. While installing the screw pin, place the end loop of the centerline on the screw pin.
  - e. Tighten the screw pin, and pull the vent line loop tight.
  - f. Tape the shackle, vent line loop, and centerline loop so that no metal parts, splice ends, or rough webbing ends are exposed. (See Figure 3-24)
  - g. Have one packer pull the centerline free end toward the risers. One of the other packers will guide the canopy vent, keeping it in the air channel between lines 1 and 120 and ensuring that the canopy material does not become disarranged while the canopy vent is being pulled toward the canopy skirt.
  - h. Remove one suspension riser from the large suspension clevis, and place the centerline free end on the clevis. Using masking tape, secure the risers and centerline together at a point immediately above the attaching loops. (See Figure 3-25)

**Performance Steps**

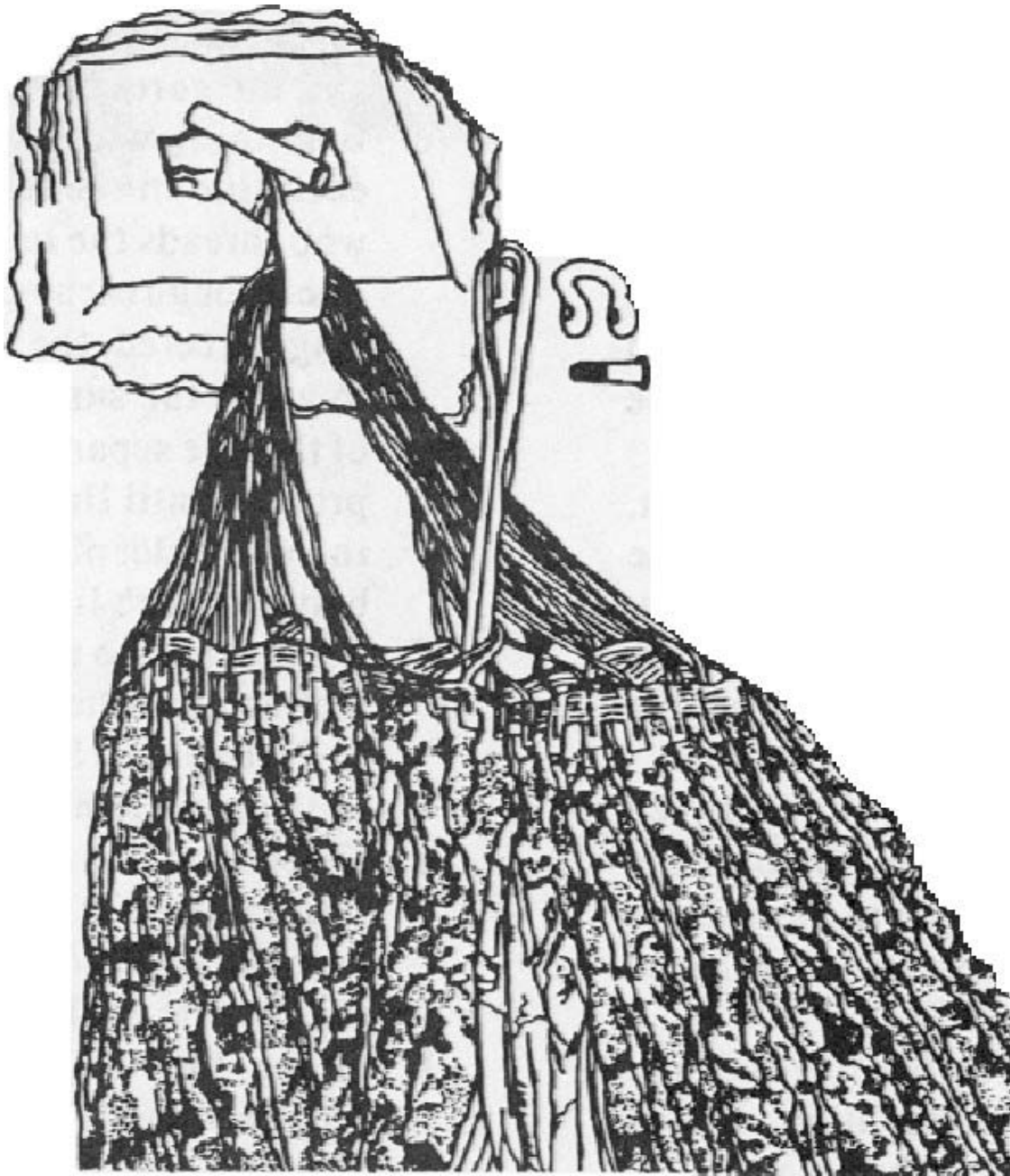


Figure 3-21  
Bridle loop removed and temporary tie cut

Performance Steps

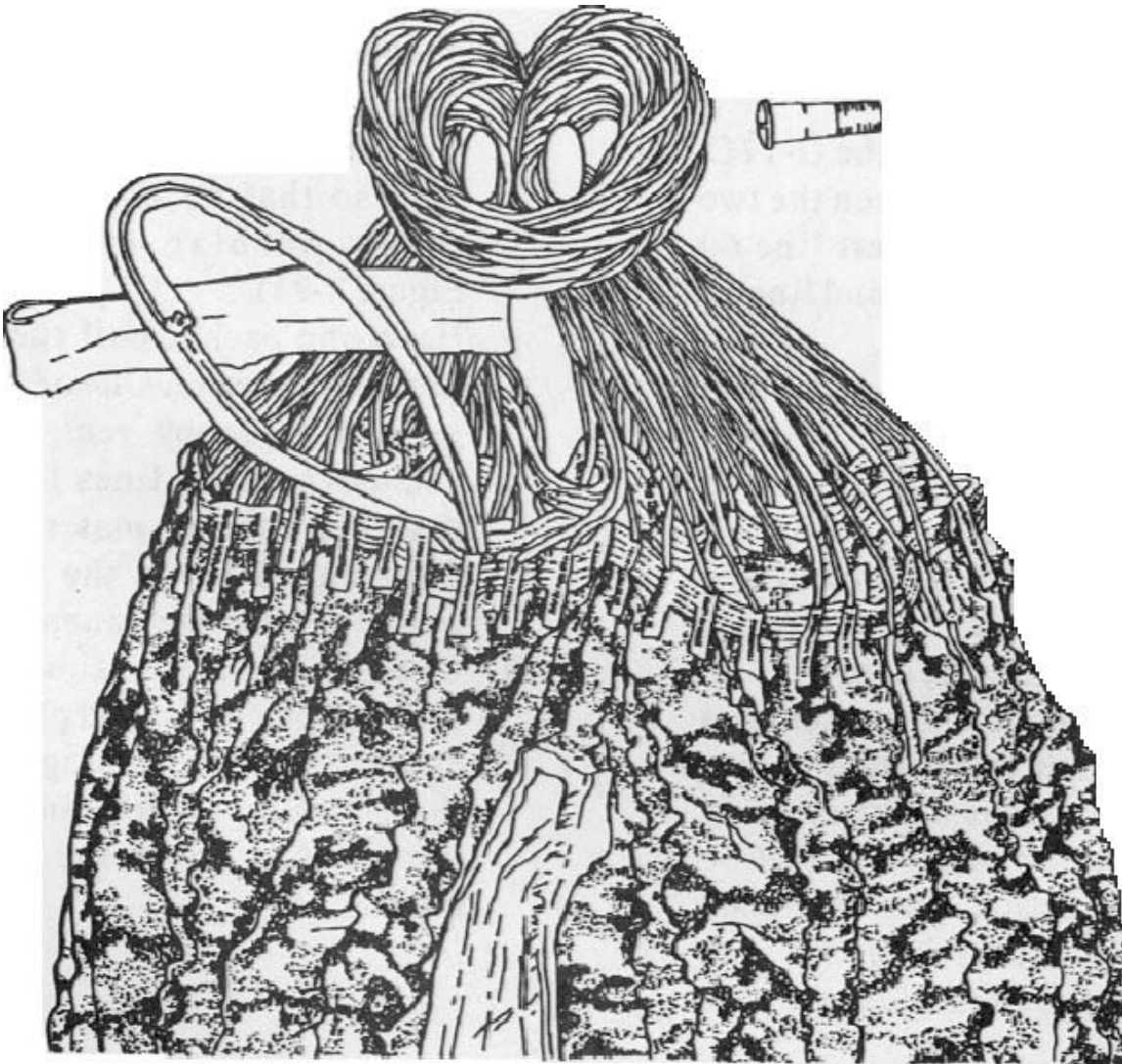


Figure 3-22  
Shackle positioned to vent lines



**Performance Steps**

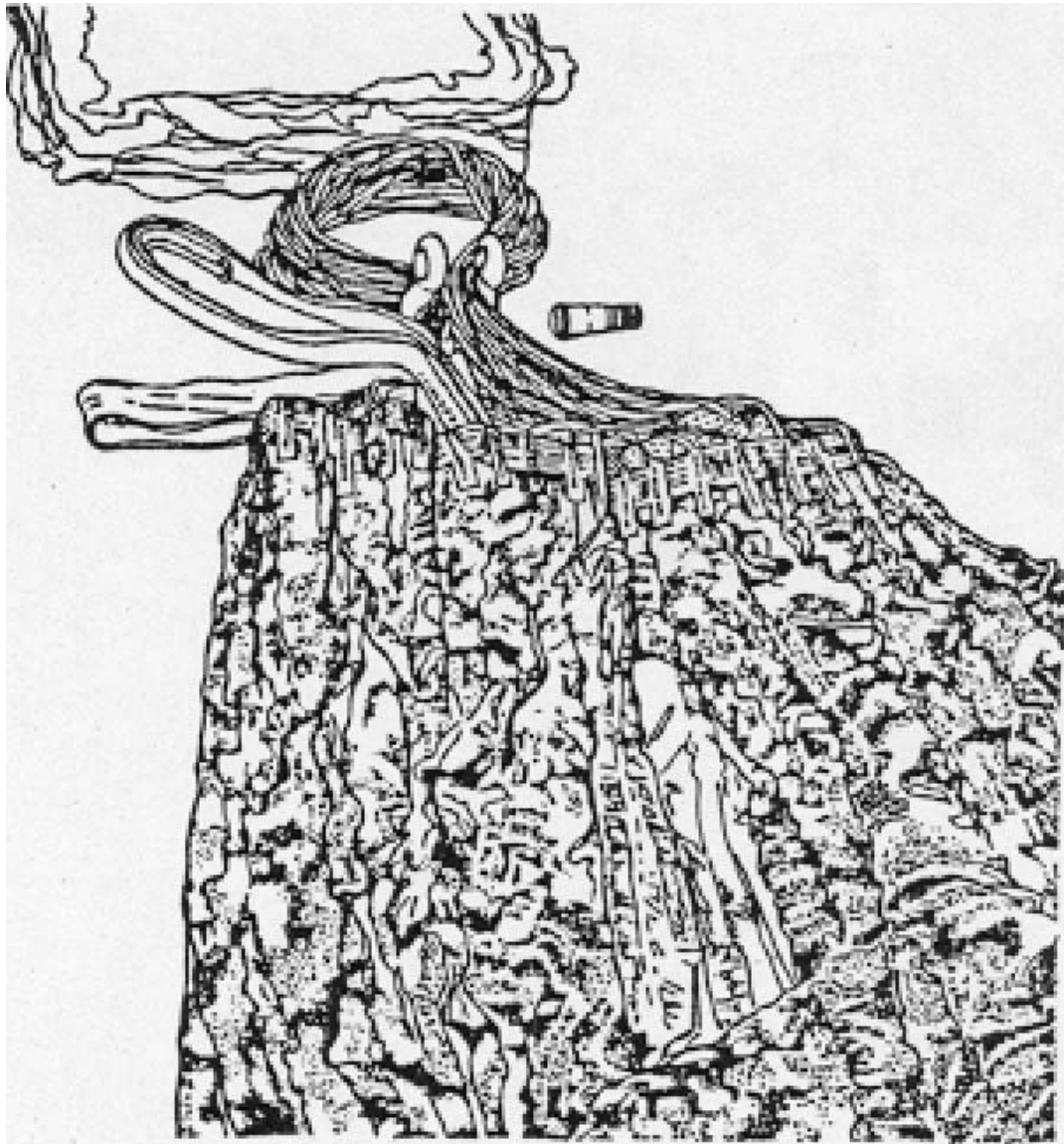


Figure 3-23  
Vent lines rotated over shackle

Performance Steps

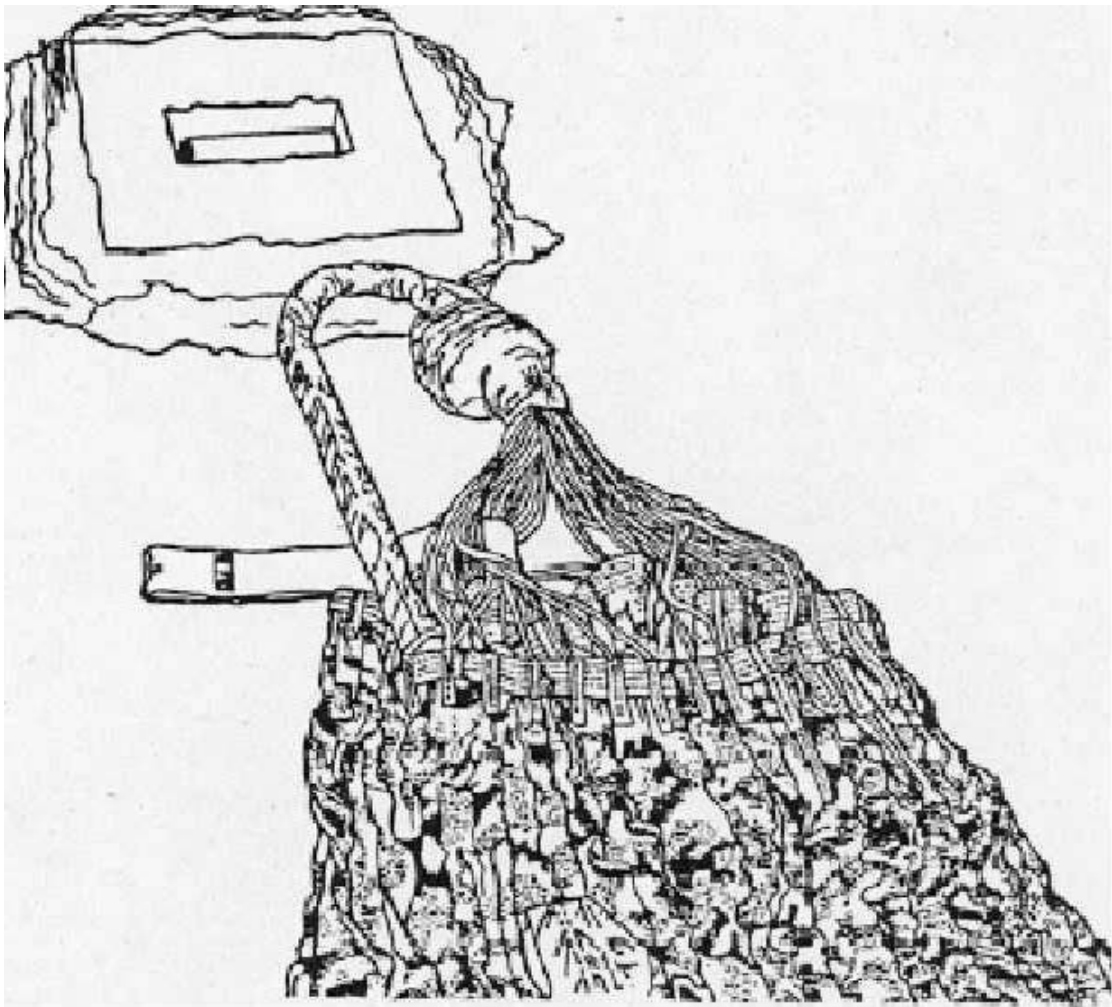


Figure 3-24  
Centerline connected and taped

**Performance Steps**

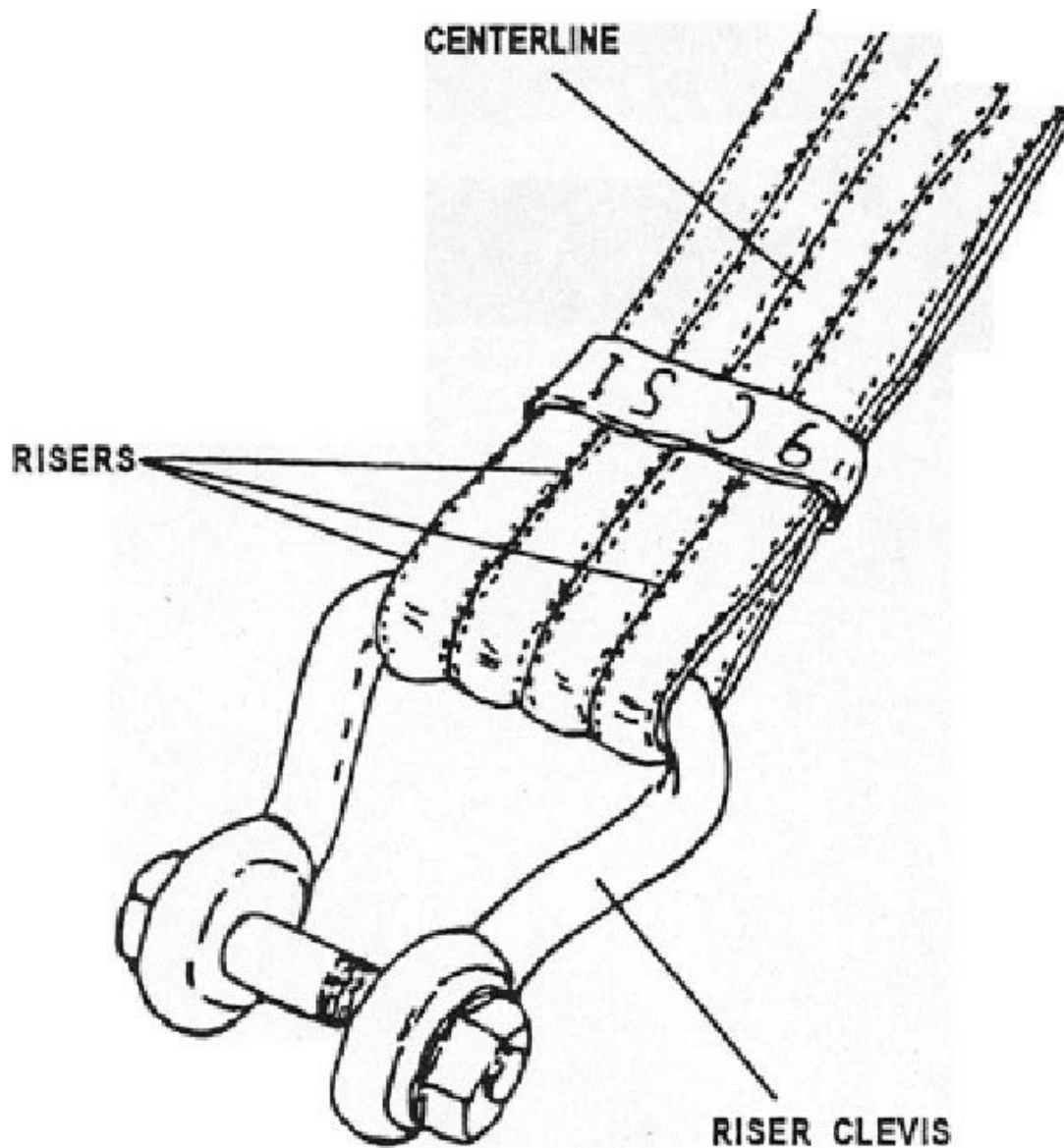


Figure 3-25  
Centerline placed on clevis

8. Tie the canopy assembly.
  - a. Install the canopy ties beginning at a point 5 feet above the skirt band and at 5-foot intervals thereafter. Tie the canopy folds using one turn single, ticket number 8/4 cotton orange thread at each point.
  - b. Tie each group of suspension lines separately using one turn single, ticket number 8/4 cotton orange thread at a point 5 feet below the skirt band. (See Figure 3-26)
  - c. Tie both suspension line groups and centerline together using one turn single, ticket number 8/4 cotton orange thread beginning at each point 10 feet below the skirt band and at 10-foot intervals thereafter. Secure each tie with a surgeon's knot and a locking knot. Make the last tie 5 feet above the connector link assemblies. (See Figure 3-26)

**Performance Steps**

- d. Release the strap fastener on the webbing strap threaded through the connector link assemblies, and tape a 24-inch length of 1/4-inch wide, type I cotton webbing to the running end of the strap.
- e. Remove the webbing strap from the connector link assemblies which, in turn, will pull the taped webbing through the connector link assemblies.
- f. Remove the taped webbing length from the webbing strap, and cut the webbing into two equal lengths with six connector links on each length. Secure ties with a surgeon's knot and a locking knot.
- g. Cut two lengths of kraft paper, 14 inches by 28 inches. Wrap each group of connector links with two turns single of the kraft paper. Secure the kraft paper with one turn single of thread ticket number 8/4 cotton on each side of the connector links. Secure ties with a surgeon's knot and a locking knot.
- h. Tie the suspension risers and centerline together using one turn single, ticket number 8/4 cotton orange thread at each beginning point 5 feet below the connector link assemblies and at 10-foot intervals thereafter. Make the last tie at a point 5 feet above the suspension clevis attaching loops. Secure each tie with a surgeon's knot and a locking knot.

**Performance Steps**

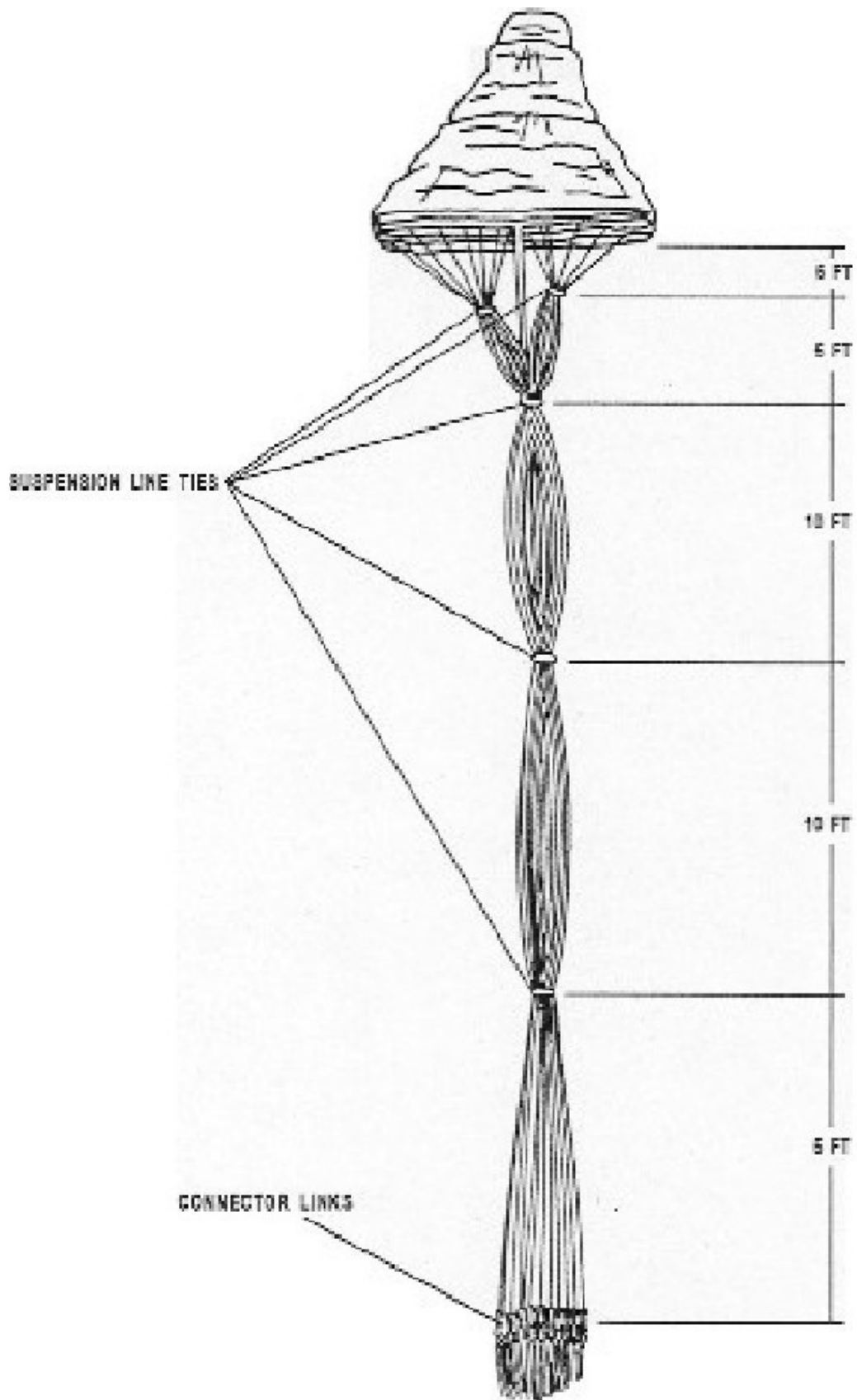


Figure 3-26  
Suspension line ties completed

## Performance Steps

9. Stow the canopy.
  - a. Have two persons, positioned at the top of the canopy, raise the open end of the deployment bag and hold the bag erect. In addition, one or both persons should hold the canopy material to the bag while the canopy is being picked up from the packing surface.
  - b. Have a third person move to a point located a reasonable distance below the top of the canopy, pick up the canopy from the packing surface, and S-fold the canopy material into the deployment bag.
  - c. Have a third person pick up the canopy skirt while holding both groups of suspension lines, and push the canopy skirt into the deployment bag.
10. Arm the reefing line cutters for the G-11B. (See Figure 3-27)
  - a. Position the four reefing line cutters on top of the stowed canopy with the cutter at suspension line 61 placed adjacent to the bag double grommet on the bag bottom. Position the cutter at suspension line 31 placed adjacent to the grommet on the left side of the deployment bag. Position the cutter at suspension line 91 adjacent to the grommet on the right side of the deployment bag. Position the cutter at suspension line 1 placed adjacent to the bag single grommet on the bag top.
  - b. Cut four 12-inch lengths of type III nylon cord for use as arming cable ties.
  - c. Pass the end of one cord through the hole in the top of the reefing line cutter arming cable and through the bag single grommet to the outside, beginning with the reefing line cutter at line 1 near the bag top.
  - d. Pass the other end of the cord over the top of the bag edge and draw the cord ends tight. Secure the cord ends on the bag outside with a surgeon's knot and a locking knot. Make an overhand knot in each running end.
  - e. Arm the reefing line cutter at line 31 on the left side of the deployment bag. Pass the end of one of the cords through the hole in the top of the reefing line arming cable and through the grommet located on the left side of the deployment bag.

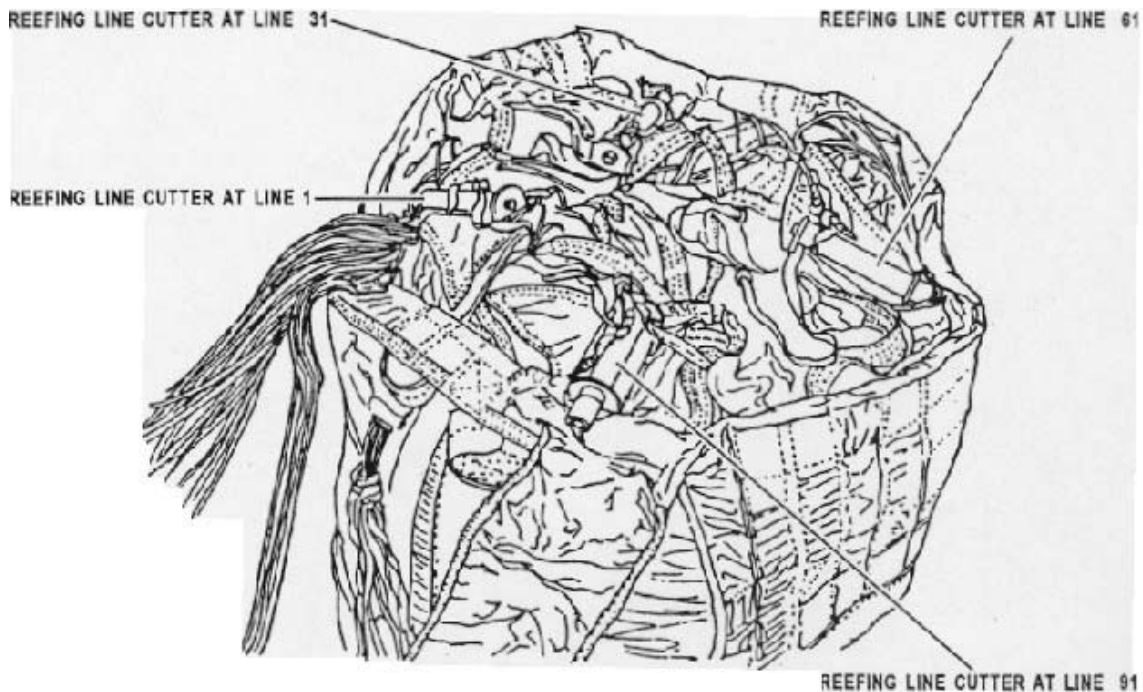


Figure 3-27  
Reefing line cutters positioned

### Performance Steps

- f. Pass the other end of the cord over the top of bag edge, and draw the cord ends tight. Secure the cords on the bag outside with a surgeon's knot and a locking knot. Make an overhand knot in each running end.
  - g. Arm the reefing line cutter at line 91 on the right side of the deployment bag. Pass the end of one of the cords through the hole in top of the reefing line arming cable and through the grommet located on the left side of the deployment bag.
  - h. Pass the other end of the cord over the top of the bag edge, and draw the cord ends tight. Secure the cord ends on the bag outside with a surgeon's knot and a locking knot. Make an overhand knot in each running end.
  - i. Pass one end of the cord through the hole in the top of the reefing line cutter arming cable and through the lower bag grommet to the bag outside, using the remaining cord length on the reefing line cutter at line 61 near the bag bottom.
  - j. Pass the opposite cord end through the upper bag grommet to the bag outside, and draw the cord ends tight. Secure the cord ends together on the outside of the bag with a surgeon's knot and a locking knot. Make an overhand knot in each running end.
11. Arm the reefing line cutters for the C-11C.
  - a. Position the two reefing line cutters on top of the stowed canopy. Make sure the cutter on line 61 is placed next to the bag double grommet on the bottom and the cutter at line 1 is placed next to the bag single grommet.
  - b. Cut two 12-inch lengths of type III nylon cord for use as arming cable ties.
  - c. Pass the end of one cord through the hole in the top of the reefing line cutter arming cable and through the bag single grommet to the outside, beginning with the reefing line cutter at line 1 near the top of the bag.
  - d. Thread the opposite end of the cord over the top of the bag edge. Draw the cord ends tight, and tie them with a surgeon's knot, a locking knot, and an overhand knot at each running end.
  - e. Pass one end of the cord through the hole in the top of the reefing line cutter arming cable and through the lower bag grommet to the bag outside, using the remaining cord length on the reefing line cutter at line 61 near the bag bottom.
  - f. Thread the opposite cord end through the upper bag grommet to the bag outside. Draw the cord ends tight, and tie them with a surgeon's knot, a locking knot, and an overhand knot at each running end.
12. Install reefing line cutter safety ties.
  - a. Pass one end of the doubled thread lengths through the slot in a reefing line cutter bracket and through the loop of the arming cable tie previously installed. Draw the tie ends tight, using a length of one turn double, ticket number 8/7 cotton thread. Secure the safety ties with a surgeon's knot and a locking knot.
  - b. Ensure the senior packer annotates each cutter tag with the reefing line cutter lot number or serial number and parachute pack date. After these entries have been made, the senior packer will sign each tag.
  - c. Remove the safety cotter pin and tag from each reefing line cutter, fold the tags lengthwise, and stow safety pins and tag in the parachute inspection data pocket.
13. Close the deployment bag.
  - a. Bring the suspension lines and centerline up over the top of the deployment bag, and close the side flaps.
  - b. Cut an 18-inch length of type I, 1/4-inch cotton webbing, and girth hitch the webbing length in the deployment bag top center loop strap.
  - c. Bring the large end flap of the bag over the bag end, and pull the locking loops up through the locking slots. Pull the 1/4-inch cotton webbing ends on the center loop strap through the top center opening on the end flap.
14. Make locking stows.

### Performance Steps

- a. Cut a 36-inch length of 1/2-inch tubular nylon webbing, or equivalent, for use as a packing aid in making the locking stows. Double the webbing length, and make an overhand knot in the aligned ends.
  - b. Fold the suspension lines and centerline back over the large end flap. Measure and form a loop in the lines that will extend to the right edge of the bag large flap.
  - c. Encircle the formed loop in the suspension lines using the packing aid, and make a girth hitch in the packing aid.
  - d. Thread the knotted end of the packing aid through the locking stow loop located under the protector flap sleeve at the lower right corner of the deployment bag. Pull the suspension line formed loop until the loop is aligned with the right edge of the bag large end flap.
  - e. Extend the running end of the packing aid through the locking stow loop located under the protector sleeve at the lower left corner of the deployment bag. Pull the suspension line formed loop until the loop is aligned with the left edge of the bag large end flap.
  - f. Thread the knotted end of the packing aid through the locking stow loop located under the protector sleeve at the lower left corner of the deployment bag. Pull the suspension line formed loop until the loop is aligned with the left edge of the bag large end flap.
  - g. Secure the first two locking stows by tying the suspension lines together at a point between the two stows. Use the 1/4-inch cotton webbing previously installed. Make the tie one turn single, and secure it with a surgeon's knot and a locking knot.
  - h. Extend the suspension lines to the upper right corner of the large end flap. Measure and form a loop in the lines.
    - i. Thread the knotted end of the packing aid through the locking stow loop located under the protector sleeve at the upper right corner of the large end flap. Pull the suspension line formed loop until the loop is aligned with the right edge of the bag large end flap.
    - j. Extend the suspension lines to the upper left corner of the large end flap. Measure and form a loop that aligns with the left edge of the large end flap.
  - k. Thread the knotted end of the packing aid through the locking stow loop located under the protector sleeve at the upper left corner of the large end flap. Pull the suspension line formed loop until the loop is aligned with the left edge of the bag large end flap.
15. Install suspension line stow ties.
- a. Cut a minimum of thirty-six 18-inch lengths of type I, 1/4-inch cotton webbing for use as suspension line stow ties.
  - b. Secure the webbing lengths at equal intervals along each row of side strap loops by making a girth hitch in each webbing length. Ensure the ends of each webbing length are aligned and positioned toward the respective outer edge of the deployment bag.
16. Wrap the suspension lines.
- a. Extend the suspension lines and centerline along the top center of the deployment bag toward the bridle end of the bag.
  - b. Wrap the suspension lines extended along the top center of the deployment bag using an 8 1/2-inch wide by 24-inch long piece of kraft paper.
  - c. Secure each end of the suspension line wrap with one turn single of ticket number 8/4 cotton orange thread. Secure each thread end with a surgeon's knot and a locking knot. Ensure the suspension lines are not inadvertently secured to the center loop strap on top of the deployment bag.
17. Tack the suspension line protector flap.
- a. Extend the deployment bag suspension line protector flap over the locking stows.
  - b. Secure each lower outside corner of the suspension line protector flap to the deployment bag by hand tacking using one turn single, cotton thread ticket number 8/4 at each tacking point. Pass the tacking needle through the deployment bag outside edge of the reinforcement strap and the protective flap edge reinforcement. Secure the tacking ends at each tacking point with a surgeon's knot and a locking knot.
18. Stow the suspension line and suspension risers.



**Performance Steps**

- a. Extend the running end of the suspension lines and centerline to the upper right corner of the deployment bag. Measuring to the right edge of the stowage compartment, form the first suspension line stow by making a loop in the suspension lines.
  - b. Secure the first suspension line stow to the upper right outside strap loop using the first stow tie. Secure the stow tie with a surgeon's knot and a locking knot.
  - c. Extend the running end of the suspension lines across the deployment bag to the upper left corner of the bag. Measuring the left edge of the stowage compartment, form the second suspension line stow by making a loop in the suspension lines.
  - d. Secure the second suspension line stow to the upper left outside strap loop using the first stow tie. Secure the stow tie with a surgeon's knot and a locking knot.
  - e. Stow the remaining length of suspension lines, centerline, and the suspension risers to a point 6 to 10 inches from the clevis attaching loops on the end of the suspension risers using the procedures in 18a through 18d. Install an additional stow tie on the center strap loop in order to route the suspension risers from the center of the bag.
19. Lace the deployment bag. (See Figure 3-28)
- a. Bring the suspension line protector flap down over the stowed suspension lines and suspension risers. The grommets on the flap sides should overlap the grommets on the side of the deployment bag.
  - b. Cut two 60-inch lengths of type I, 1/4-inch cotton webbing for use as lacing ties.
  - c. Secure an end of each webbing length to the first grommet located on the bottom corner of the deployment bag upper corners with two half hitches.
  - d. With a packer positioned on each side of the deployment bag and using the lacing tie running end, lace the flap to the deployment bag main body, grommet over grommet.
  - e. Secure the lacing tie free end to the last lace with three half hitches.
20. Log record book entries on DA Form 3912.
- a. Remove DA Form 3912 from the parachute inspection data pocket.
  - b. Be sure to change the JUMP, INSPECTION, and REPACK DATA page. Change the column title BAG NUMBER to read LOT NUMBER.
  - c. Enter the lot number of each reefing line cutter installed on the packed canopy under the LOT NUMBER column.
  - d. Return the record and the reefing line cutter tags to the pocket after completing all required entries.

Performance Steps

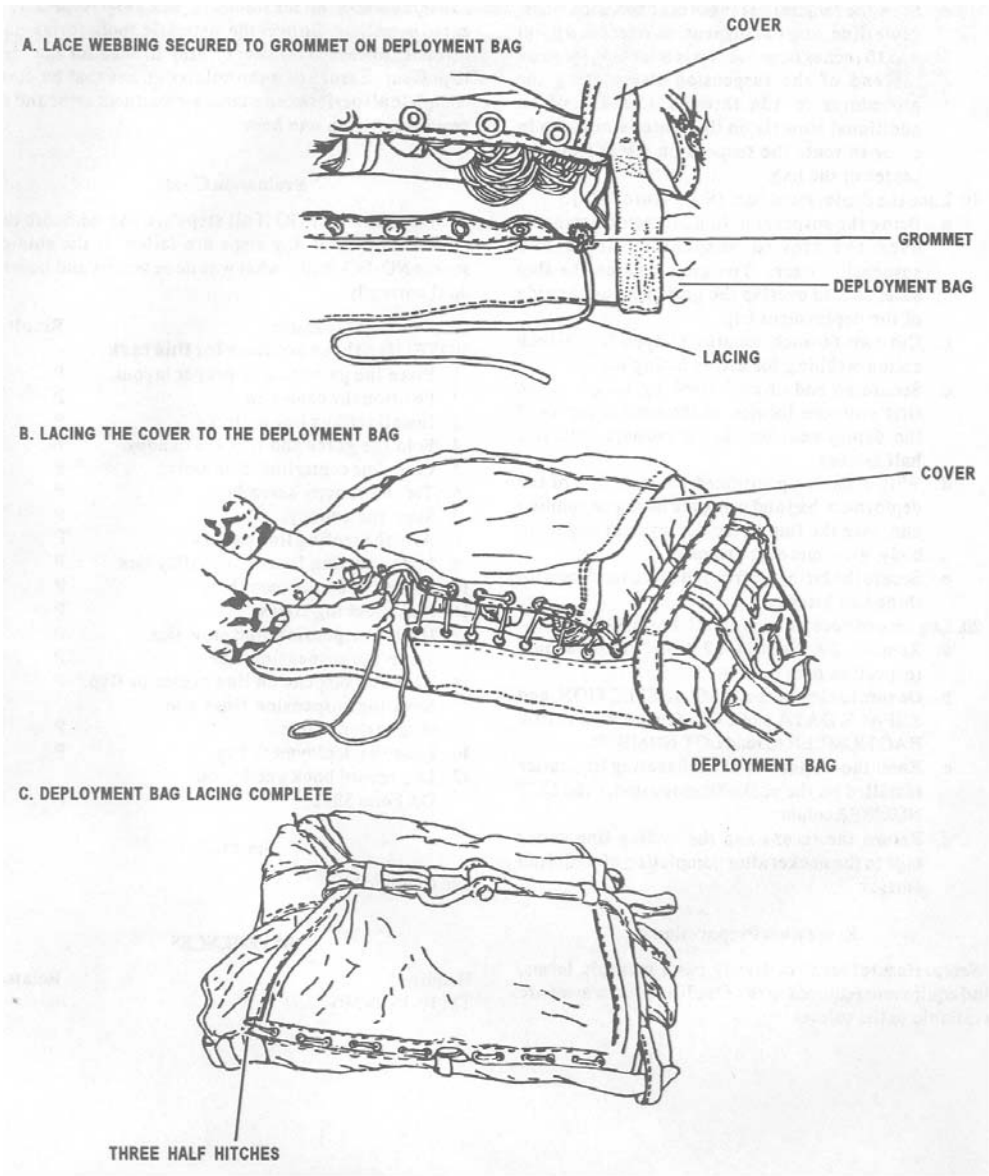


Figure 3-28 Lacing the deployment bag

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to pack a G-11B or G-11C cargo parachute. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present. Ensure that the soldier knows that he must complete all performance measures without error and in sequence within one hour.

**Performance Measures**

NOTE: Use three soldiers for this task.

- 1. Placed the parachute in proper layout.

GO    NO GO

—        —

<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
2. Positioned the centerline.	—	—
3. Installed reefing line cutters.	—	—
4. Folded the gores and reef the canopy.	—	—
5. Completed centerline installation.	—	—
6. Tied the canopy assembly.	—	—
7. Stowed the canopy.	—	—
8. Armed the reefing line cutters.	—	—
9. Installed reefing line cutter safety ties.	—	—
10. Closed the deployment bag.	—	—
11. Performed the making of locking stows.	—	—
12. Installed suspension line stow ties.	—	—
13. Wrapped the suspension lines.	—	—
14. Tacked the suspension line protector flap.	—	—
15. Stowed the suspension lines and suspension risers.	—	—
16. Laced the deployment bag.	—	—
17. Performed the Log Record Book entries on DA Form 3912.	—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**

**Required**  
TM 10-1670-280-23&P

**Related**

**Pack a G-12E Cargo Parachute**  
**101-512-1516**

**Conditions:** Given TM 10-1670-281-23&P; unpacked G-12E cargo parachute; 57-foot centerline; tension device and stationary post; type II cotton muslin cloth; type I, 1/4-inch cotton webbing; ticket number 3 or 8/4 cotton thread; 1/2-inch tubular nylon webbing; large line separator; pedestal fan; and DA Form 3912.

**Standards:** Perform in sequence all steps in packing a G-12E cargo parachute within one hour. The parachute is designed for medium capacity use with the A-22 air delivery cargo bag and with variations of platform-rigged loads.

**Performance Steps**

NOTE: Use three soldiers for this task.

1. Place the parachute in proper layout.
  - a. Spread the canopy assembly on a suitable packing surface with the vent lines placed next to a stationary post and the suspension risers placed near a tension device.
  - b. Inspect the canopy to see if it is inverted. If the canopy is inverted, lift the canopy skirt, and walk through the canopy to the vent area. Grasp the bridle loop and pull the canopy down through the canopy skirt between two adjacent suspension lines.
  - c. Remove any turns, tangles, or twists.
2. Service the canopy vent lines.
  - a. Remove the canopy bridle loop from the stationary post and slide the bridle loop to one side of the canopy vent lines.
  - b. Cut an 8-inch-wide by 12-inch-long piece of type II cotton muslin cloth.
  - c. Divide the center of the canopy vent lines into two equal groups and insert 3 inches of the cloth between the two groups.
  - d. Extend the opposite end of the cloth down toward the inside of the vent lines and around both vent line groups to serve the vent lines.
  - e. Position a length of one turn single of 1/4-inch cotton webbing 1 inch back from each outside edge of the wrapped vent lines serving cloth. Secure each end by making a tie around the vent lines. Tie the webbing with a surgeon's knot and a locking knot.
  - f. Attach the centerline to the canopy vent lines.
    - (1) Pass one loop of the centerline around the center of the vent lines.
    - (2) Pass the opposite end of the centerline through the end loop routed around the vent lines. Draw the centerline length through the loop until a snug girth hitch is formed around the vent lines.
    - (3) S-fold the centerline and place it as far as possible inside the canopy.
3. Apply tension to the canopy.
  - a. Reconnect the canopy bridle loop to the stationary post.
  - b. Ensure that the two risers are attached to the body of a 3/4-inch suspension clevis and the applicable nut and screw are installed on the clevis.
  - c. Connect the clevis to a tension device and apply tension.
4. Fold the canopy gores.
  - a. Position a large line separator between the two suspension line groups. Insert line 32 in the left slot of the line separator and line 33 in the right slot.
  - b. Position a pedestal fan in a manner that will allow the fan airstream to inflate the canopy partially.
  - c. Have soldier 1 hold the canopy skirt at least shoulder high to allow the canopy to inflate partially.
  - d. Have soldier 2 move inside the canopy and pull the centerline back through the canopy to within 6 inches of the canopy skirt.

**Performance Steps**

- e. Ensure all twists are removed from the centerline length and the line is located between suspension lines 32 and 33.
  - f. Temporarily position the centerline inside the canopy until the gorefolding is completed to preclude entanglement with the suspension lines.
  - g. Throw the right group of gores and lines over the left group of gores and lines while holding line 33.
  - h. Pass line 34 to soldier 2 who places that line on top of line 33 in the right slot of the line separator. Make sure the gore between lines 33 and 34 deflates and lies flat in a folded manner.
  - i. Fold the remainder of the right group of gores, placing lines 33 through 64, in the right slot of the line separator.
  - j. Pick up the left suspension line group holding line 32 in the line separator. Throw the left group of gores and lines over the folded right group of gores and lines.
  - k. Fold the first gore of the left gore group, as soldier 1 passes line 31 to soldier 2, who places that line on top of line 32 in the left slot of the line separator.
  - l. Fold the remainder of the gores until all suspension lines of the left group are in the left slot of the line separator.
  - m. Remove the running end of the canopy centerline from within the canopy skirt.
  - n. Place the centerline in the right slot of the line separator. (See Figure 3-29)
  - o. Extend the centerline length along the length of the right suspension line group.
  - p. Ensure that the canopy skirt does not become disarranged during removal of the centerline.
  - q. Ensure that all twists are removed from the portion of the centerline extending below the canopy skirt.
5. Pull down the canopy vent.
- a. Release the tension device and remove the canopy bridle loop from the stationary post.
  - b. Have soldiers 2 and 3 position themselves on each side of the skirt of the folded canopy and raise the top center gore.
  - c. Have soldier 1 grasp the free end loop of the centerline and slowly pull the centerline toward the 3/4-inch suspension clevis.
  - d. Have soldiers 2 and 3 ensure that the folded canopy gores do not become disarranged while the canopy vent is being pulled through the inside of the canopy toward the canopy skirt.
  - e. Have soldier 1 stop pulling on the centerline when the served portion of the canopy vent lines becomes aligned with the canopy skirt. (See Figure 3-29)

## Performance Steps

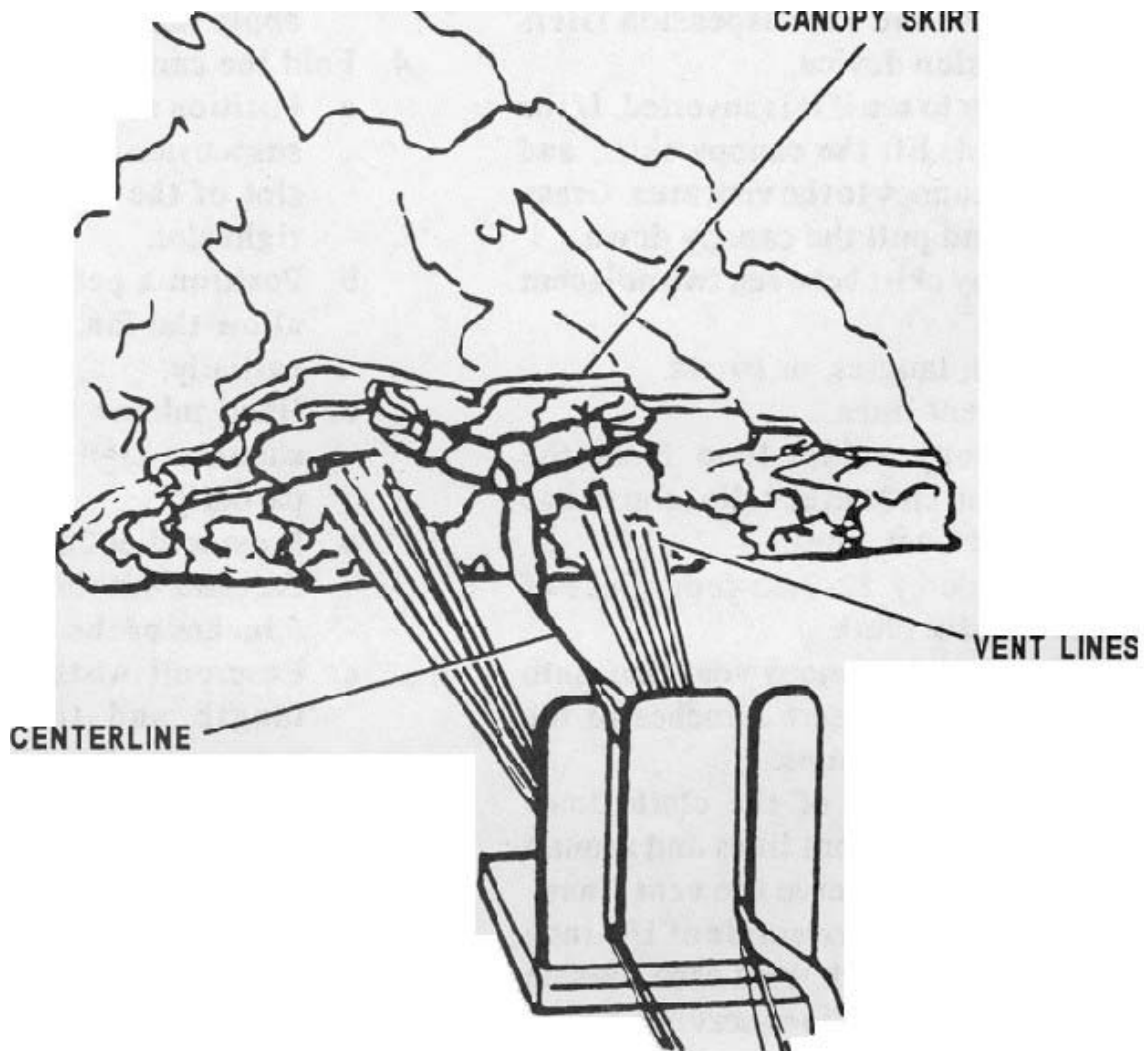


Figure 3-29  
Canopy vent lines aligned with canopy skirt

- f. Have soldiers 2 and 3 lay the top center gore back down on the canopy; ensuring that the gore is dressed along the lower edge and on each side.
- g. Place the centerline on top of the right suspension line group so that the running end loop of the centerline is located 6 to 9 inches below the 3/4-inch suspension clevis. (See Figure 3-30)
- h. Remove the tension device from the clevis.
- i. Remove the nut and screw from the suspension clevis and remove one of the risers from the clevis.
- j. Install the centerline running end loop on the suspension clevis. Replace the riser on the clevis, and assemble the screw and nut on the suspension clevis. (See Figure 3-31)

**Performance Steps**

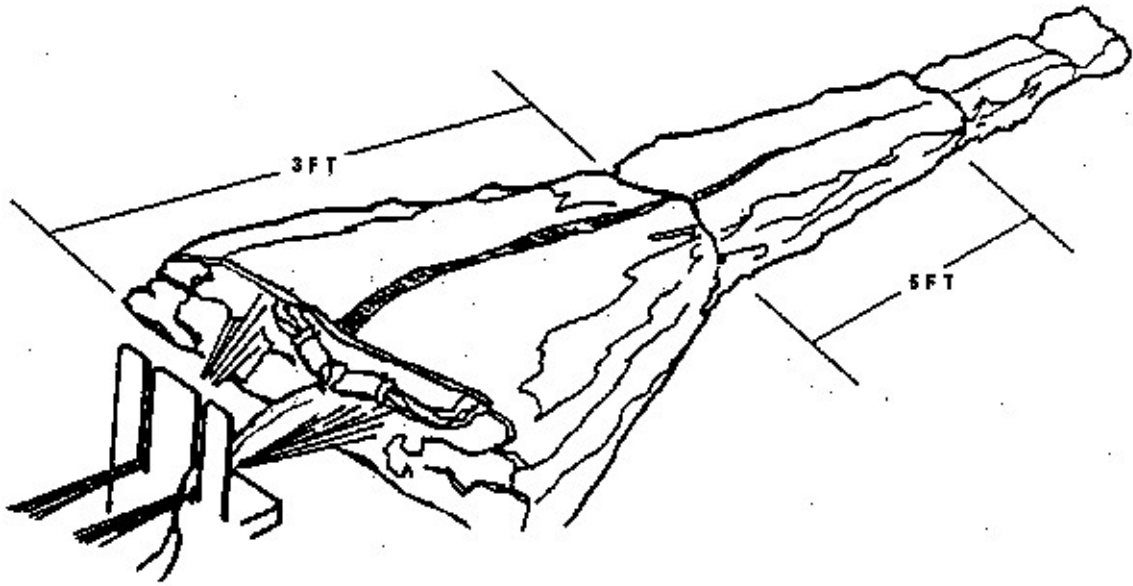


Figure 3-30  
Tying the canopy lines

## Performance Steps

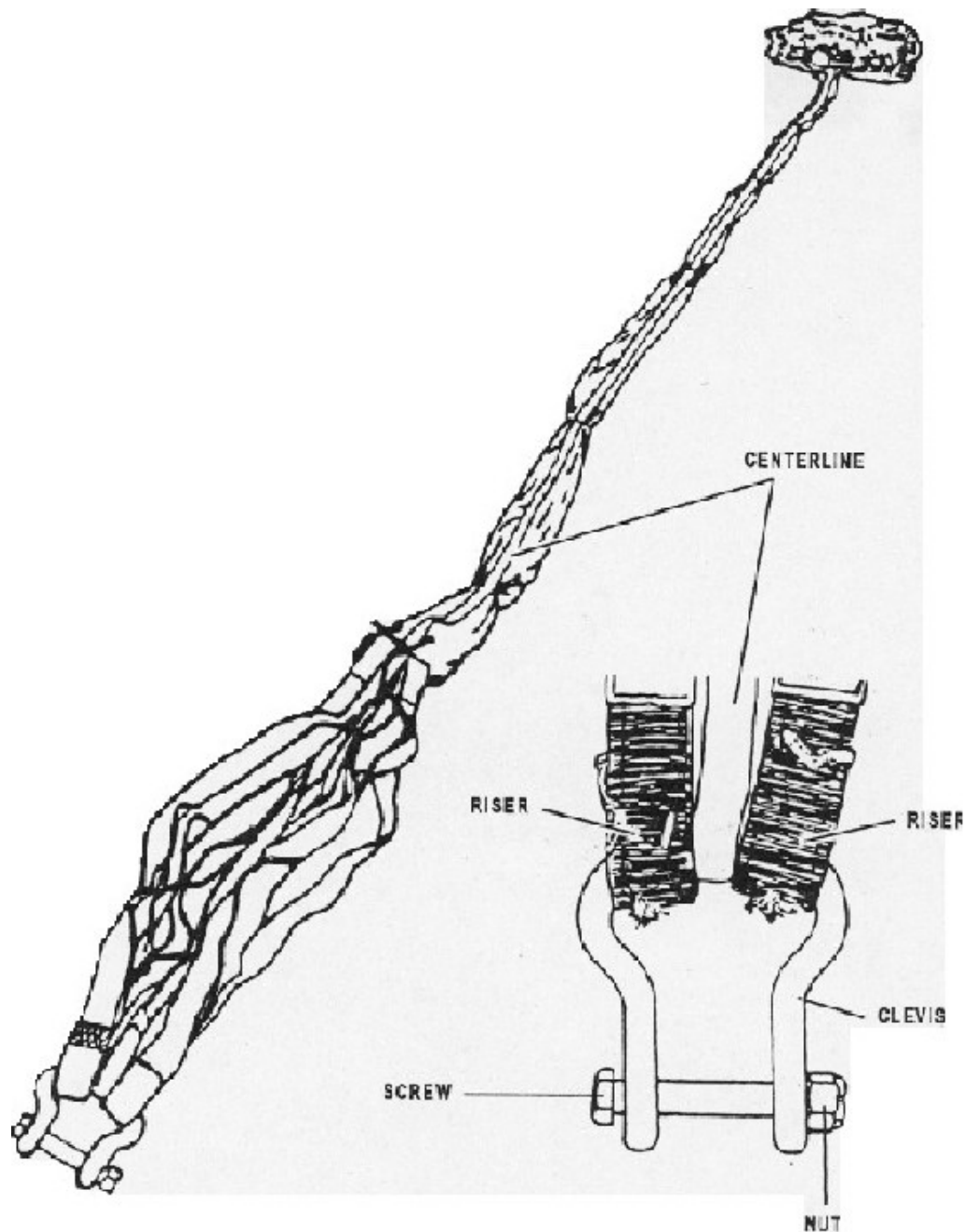


Figure 3-31  
Centerline attached to clevis

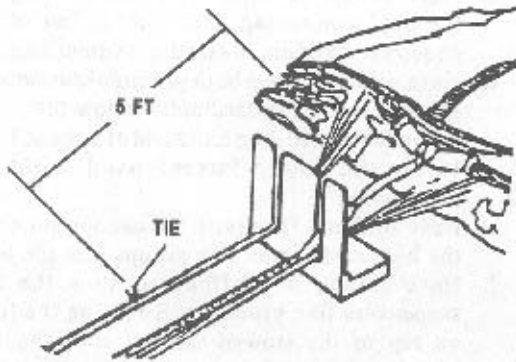
6. Make the canopy, suspension line, and centerline ties.
  - a. Begin at a point 3 feet above the canopy skirt reinforcement (lower lateral band). Tie the canopy using one turn single of ticket number 3 or 8/4 cotton thread. Secure the ties with a surgeon's knot and a locking knot.



**Performance Steps**

- b. Repeat procedure 6a at subsequent 5-foot intervals along the remaining length of the canopy.
- c. Start with the left suspension line group at a point 5 feet below the skirt reinforcement. Tie the left suspension line group using one turn single of ticket number 3 or 8/4 cotton thread. Secure the ties with a surgeon's knot and a locking knot.
- d. Remove the line separator from the suspension lines.
- e. Tie the right suspension line group, to include the centerline, at a point 5 feet below the skirt reinforcement. Tie the right suspension line group using one turn single of ticket number 3 or 8/4 cotton thread. Secure the ties with a surgeon's knot and a locking knot. (See Figure 3-32)
- f. Tie both suspension line groups together beginning 10 feet below the skirt reinforcement and at 10-foot intervals along the remaining length of the suspension lines. (See Figure 3-33)

A. LEFT SUSPENSION LINE GROUP TIED



B. RIGHT SUSPENSION LINE GROUP AND CENTERLINE TIED

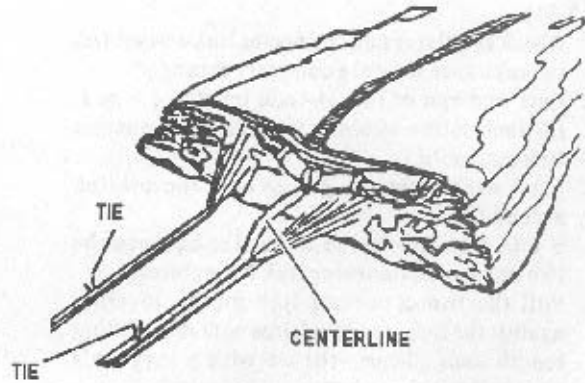


Figure 3-32  
Tying the suspension line groups

## Performance Steps

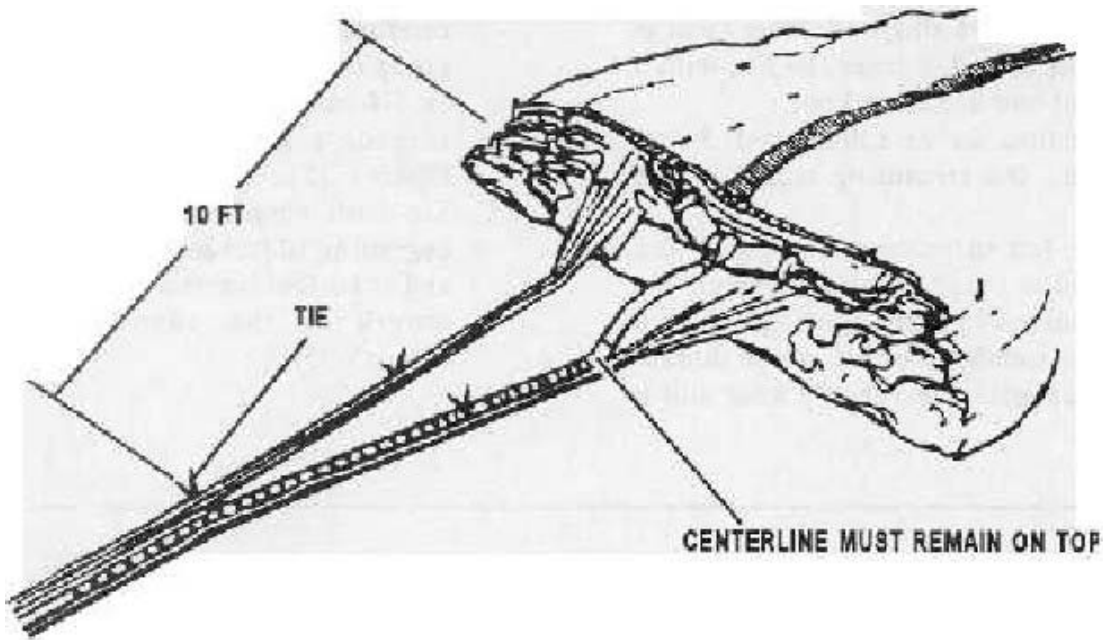


Figure 3-33  
Tying both groups of suspension lines

7. Tie the connector link assemblies. (See Figures 3-34 and 3-35)
  - a. Check the risers and connector link assemblies to make sure they are correctly arranged.
  - b. Pass one end of the 24-inch length of type I, 1/4-inch, cotton webbing through the connector link assemblies.
  - c. Stack each of the two groups of connector link assemblies.
  - d. S-fold the slack in the centerline between the two stacks of connector link assemblies.
  - e. Pull the two connector link groups together against the S-folded centerline with the webbing length ends. Secure the tie with a surgeon's knot and a locking knot.
8. Stow the canopy.
  - a. Have soldiers 2 and 3 positioned at the canopy upper end; raise the open end of the deployment bag and hold the bag erect.
  - b. Have soldier 1 move to a point located below the canopy upper end and pick up the canopy from the packing surface. Then, S-folds the canopy material into the deployment bag.
  - c. Have soldier 1 continue to stow the canopy in the deployment bag until only 3 feet of the canopy remain out of the deployment bag.
  - d. Have soldier 1 grasp both groups of suspension lines at a point immediately below the lower lateral band with one hand and at a point 2 feet below the lower lateral band with the other hand.
  - e. Have soldier 1 then push the canopy skirt and the held suspension line groups into the bag.
  - f. Have soldier 1 continue to stow the two suspension line groups by S-folding the lines on top of the stowed canopy until the two individual line group ties; located 5 feet below the canopy skirt, are positioned at the edge of the bag open end.
9. Stow the suspension line, centerline, and risers.
  - a. Fold the locking stow flap and the locking slot flap over the stowed canopy. Insert the locking stow loops through the respective locking slots.
  - b. Fabricate a packing aid out of a 36-inch length of 1/2-inch tubular nylon webbing.

Performance Steps

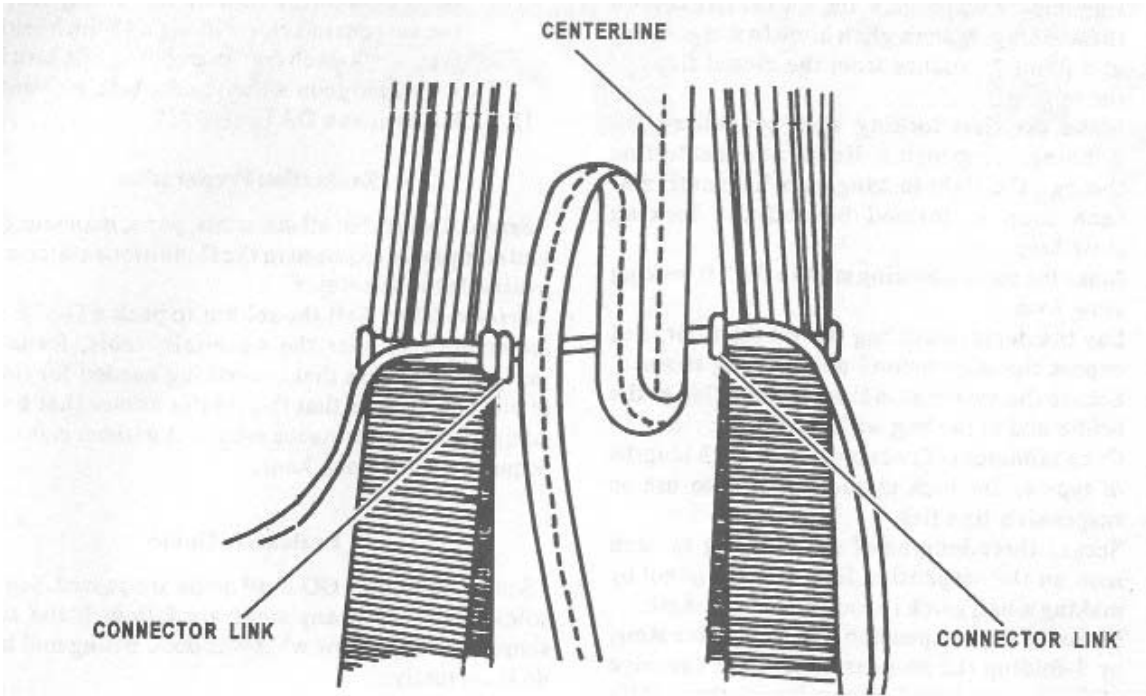


Figure 3-34  
Centerline S-folded

## Performance Steps

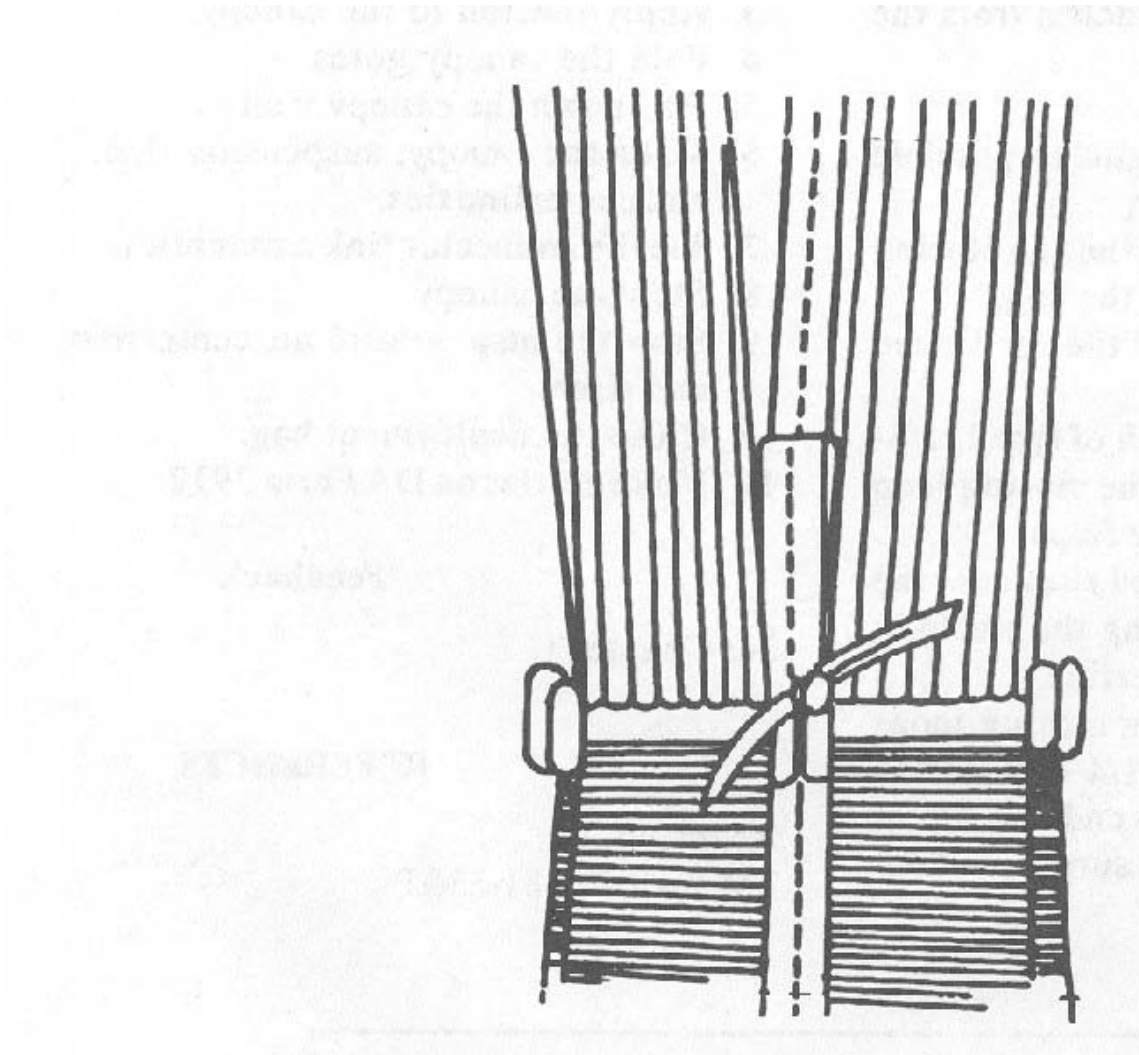


Figure 3-35  
Connector link groups secured

- c. Encircle the suspension line and centerline with the webbing. Make a girth hitch in the webbing at a point 15 inches from the closed flaps of the bag.
- d. Make the first locking stow by pulling the webbing, suspension lines, and centerline through the right locking stow loop until a 3-inch loop is formed beyond the locking stow loop.
- e. Make the second locking stow in the left locking stow loop.
- f. Lay the deployment bag flat on the floor and expose the suspension line retaining straps.
- g. Secure the suspension line stowage flap at the bridle end of the bag with the cluster ties.
- h. Cut a minimum of twenty-four 18-inch lengths of type I, 1/4-inch, cotton webbing to use as suspension line ties.
- i. Secure three lengths of the webbing to each loop on the suspension line stowage panel by making a half hitch in each webbing length.
- j. Make the first suspension line, centerline stow, by S-folding the suspension lines on the edge of the stowage panel. Secure it with the first tie of webbing on the top of the bag in the upper right corner.
- k. Stow the remaining suspension lines from right to left and secure them.
- l. Stow the risers to a point 18 inches from the suspension clevis.

**Performance Steps**

10. Close the deployment bag.
  - a. Roll the stowage panel as tight as possible toward the open end of the bag.
  - b. Insert the rolled panel between the bag closing flaps and into the open end of the bag.
  - c. Fold the bag closing flaps over the positioned line stowage panel roll.
  - d. Pass one end of a 24-inch length of type I, 1/4-inch, cotton webbing through the closing loop on each of the four bag closing flaps.
  - e. Position and secure the extended riser over the center of the flap closure. Bring the webbing end around the risers and centerline.
  - f. Secure the right secondary bag closing loops with one turn single of type I, 1/4-inch cotton webbing. Secure both running ends on top of the risers and centerline with a surgeon's knot and a locking knot.
  - g. Secure the left secondary bag closing loops and the suspension clevis using a 48-inch length of type I, 1/4-inch cotton webbing one turn triple with a surgeon's knot and a locking knot.
11. Make entries on DA Form 3912.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier. Brief soldier: Tell the soldier to pack a G-12E cargo parachute. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present. Ensure that the soldier knows that he must complete all performance measures without error and in sequence within one hour.

<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
NOTE: Use three soldiers for this task.		
1. Placed the parachute in proper layout.	_____	_____
2. Serviced the canopy vent lines.	_____	_____
3. Applied tension to the canopy.	_____	_____
4. Folded the canopy gores.	_____	_____
5. Pulled down the canopy vent.	_____	_____
6. Performed making the canopy, suspension line, and centerline ties.	_____	_____
7. Tied the connector link assemblies.	_____	_____
8. Stowed the canopy.	_____	_____
9. Stowed the suspension line, centerline, and risers.	_____	_____
10. Closed the deployment bag.	_____	_____
11. Performed entries on DA Form 3912.	_____	_____

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**

**Required**  
TM 10-1670-281-23&P

**Related**

## Subject Area 3: Extraction Parachutes

**Pack a 15-Foot-Diameter Cargo Extraction Parachute  
101-512-1306**

**Conditions:** Given TM 10-1670-278-23&P; complete 15-foot-diameter cargo extraction parachute; type III nylon cord; ticket number 5 or 8/7 cotton thread; set of packing tables; apex hook and tension plate; rigger knife; rubber retainer bands; pen; type I, 1/4-inch cotton webbing; packing weights; packing paddle; line separator; and DA Form 3912.

**Standards:** Perform in sequence all steps in packing a 15-foot-diameter cargo extraction parachute within one hour. The parachute provides force to extract an air delivery load from aircraft.

**Performance Steps**

1. Place the parachute in proper layout.
  - a. Lay the canopy assembly lengthwise on the packing table.
  - b. Attach the bridle loop to the packing table apex hook.
  - c. Attach the connector links to the tension plate and apply enough tension to keep the canopy on the table.
  - d. Check the canopy vent lines to determine if the canopy is inverted.
  - e. Remove the inversion.
  - f. Remove any turns, tangles, or twists; place the suspension lines in their proper layout.
2. Fold the canopy gores.
  - a. Dress apex and apply tension to the canopy.
  - b. Fold the right group of gores.
  - c. Fold the left group of gores but do not fold last two gores in this group.
  - d. Flat-fold the canopy and apply additional tension.
  - e. Dress the gores and the skirt reinforcement (lower lateral band).
  - f. Long-fold the first three sections and secure the folded sections with packing weights. Ensure longfold does not exceed width of deployment bag.
3. Stow the canopy.
  - a. Install retainer bands at equal intervals along the suspension line stowage flap stow loops.
  - b. Begin at the upper right inside corner of the deployment bag and S-fold the canopy into the bag. Make sure the suspension lines extend from the lower left side of the open end of the bag.
  - c. Fold the suspension lines from left to right across the skirt of the stowed canopy.
  - d. Secure the top and bottom center bag tie loops together with a length of ticket number 5 or 8/7 cotton thread.
4. Stow the suspension lines. (See Figure 3-36)
  - a. Form and secure the first suspension line stow at the upper right corner of the deployment bag suspension line stowage flap.
  - b. Form and secure the second suspension line stow at the upper left corner of the deployment bag suspension line stowage flap.
  - c. Stow the suspension lines alternately from right to left until all lines have been stowed to within 6 inches of the suspension line connector link assemblies. Make the last stow at the lower right side of the stowage flap. Make sure the stows do not exceed the width of the deployment bag.
5. Close the deployment bag.
  - a. Position the suspension line connector link assemblies on top of the stowed suspension lines.
  - b. Fold the sides of the suspension line stowage flap over the stowed suspension lines.
  - c. Roll the suspension line stowage flap into the deployment bag.
  - d. Fold the adapter web or extraction line across the rolled suspension line stowage flap.

**Performance Steps**

- e. Make the left and right bag closing ties with a double length of ticket number 5 or 8/7 cotton thread.
- f. Secure the bag opening safety cord and pendulum line.

6. Make entries on DA Form 3912.

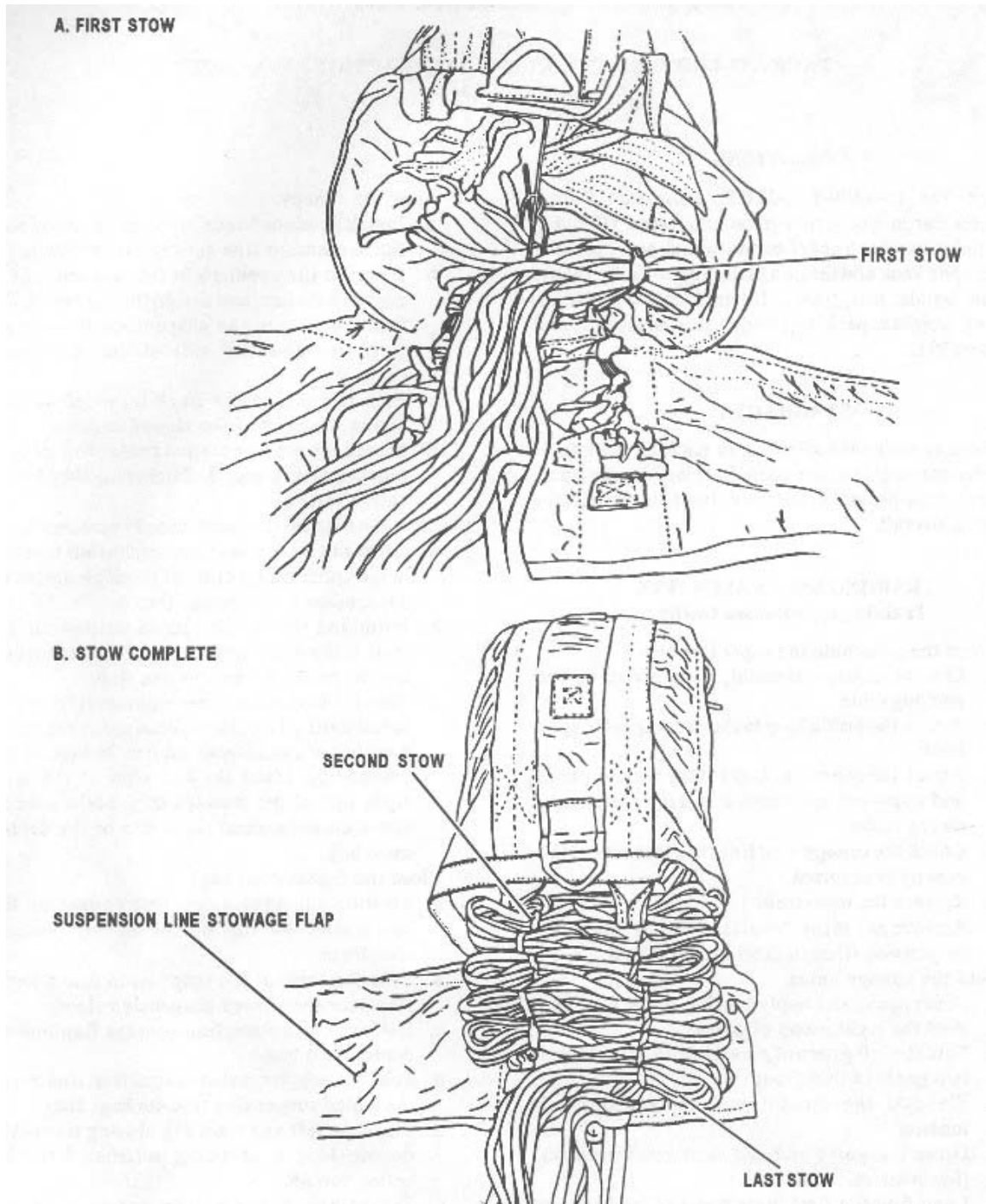


Figure 3-36  
Stowing suspension lines

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to pack a 15-foot-diameter cargo extraction parachute. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present. Ensure that the soldier knows that he must complete all performance measures without error and in sequence within one hour.

<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
1. Placed the parachute in proper layout.	—	—
2. Folded the canopy gores.	—	—
3. Stowed the canopy.	—	—
4. Stowed the suspension lines.	—	—
5. Closed the deployment bag.	—	—
6. Performed entries on DA Form 3912.	—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**

**Required**  
TM 10-1670-278-23&P

**Related**



## Pack a 22-Foot-Diameter Cargo Extraction Parachute

101-512-1307

**Conditions:** Given TM 10-1670-279-23&P; 22-foot-diameter cargo extraction parachute; set of packing tables; apex hook and tension plate; packing weights; packing paddle; line separator; rigger knife; rubber retainer bands; pen; ticket number 5 or 8/7 cotton thread; type I, 1/4-inch cotton webbing; and DA Form 3912.

**Standards:** Perform all performance measures without error and in sequence within one hour. The parachute provides force to extract an air delivery load from aircraft.

### Performance Steps

1. Place the parachute in proper layout.
  - a. Lay the canopy assembly lengthwise on the packing table.
  - b. Attach the bridle loop to the packing table apex hook.
  - c. Attach the connector links to the tension plate and apply enough tension to keep the canopy on the table.
  - d. Check vent lines to determine if the canopy is inverted.
  - e. Remove the inversion.
  - f. Remove any turns, tangles, or twists; place the suspension lines in their proper layout. Ensure a type V coreless nylon cord suspension line spacer is installed between lines 7 and 8 and between lines 21 and 22.
2. Fold the canopy gores.
  - a. Dress apex and apply tension to canopy.
  - b. Fold the right group of gores.
  - c. Fold the left group of gores but do not fold last two gores in this group.
  - d. Flat-fold the canopy and apply additional tension.
  - e. Dress the gores and the skirt reinforcement (lower lateral band).
  - f. Long-fold the first four sections and secure the folded sections with packing weights. Ensure longfold does not exceed width of deployment bag.
3. Stow the canopy.
  - a. Install retainer bands at equal intervals along the suspension line stowage flap stow loops.
  - b. S-fold the canopy into the bag. Begin at the upper right inside corner of the deployment bag. Make sure the suspension lines extend from the lower left side of the open end of the bag.
  - c. Fold the suspension lines from left to right across the skirt of the stowed canopy.
  - d. Secure the top and bottom center bag tie loops together with a length of ticket number 5 or 8/7 cotton thread.
4. Stow the suspension lines.
  - a. Form and secure the first suspension line stow at the upper right corner of the deployment bag suspension line stowage flap.
  - b. Form and secure the second suspension line stow at the upper left corner of the deployment bag suspension line stowage flap.
  - c. Stow the suspension lines alternately from right to left until all lines have been stowed to within 6 inches of the suspension line connector link assemblies. Make the last stow at the lower right side of the stowage flap. Make sure the stows do not exceed the width of the deployment bag. (See Figure 3-37)
5. Close the deployment bag.
  - a. Position the suspension line connector link assemblies on top of the stowed suspension lines. (See Figure 3-37)
  - b. Fold the sides of the suspension line stowage flap over the stowed suspension lines. (See Figure 3-37)
  - c. Roll the suspension line stowage flap into the deployment bag.

**Performance Steps**

- d. Fold the adapter web across the rolled suspension line stowage flap.
  - e. Make the left and right bag closing ties using type I, 1/4-inch cotton webbing.
  - f. Secure the bag opening safety cord and pendulum line.
6. Make entries on DA Form 3912.

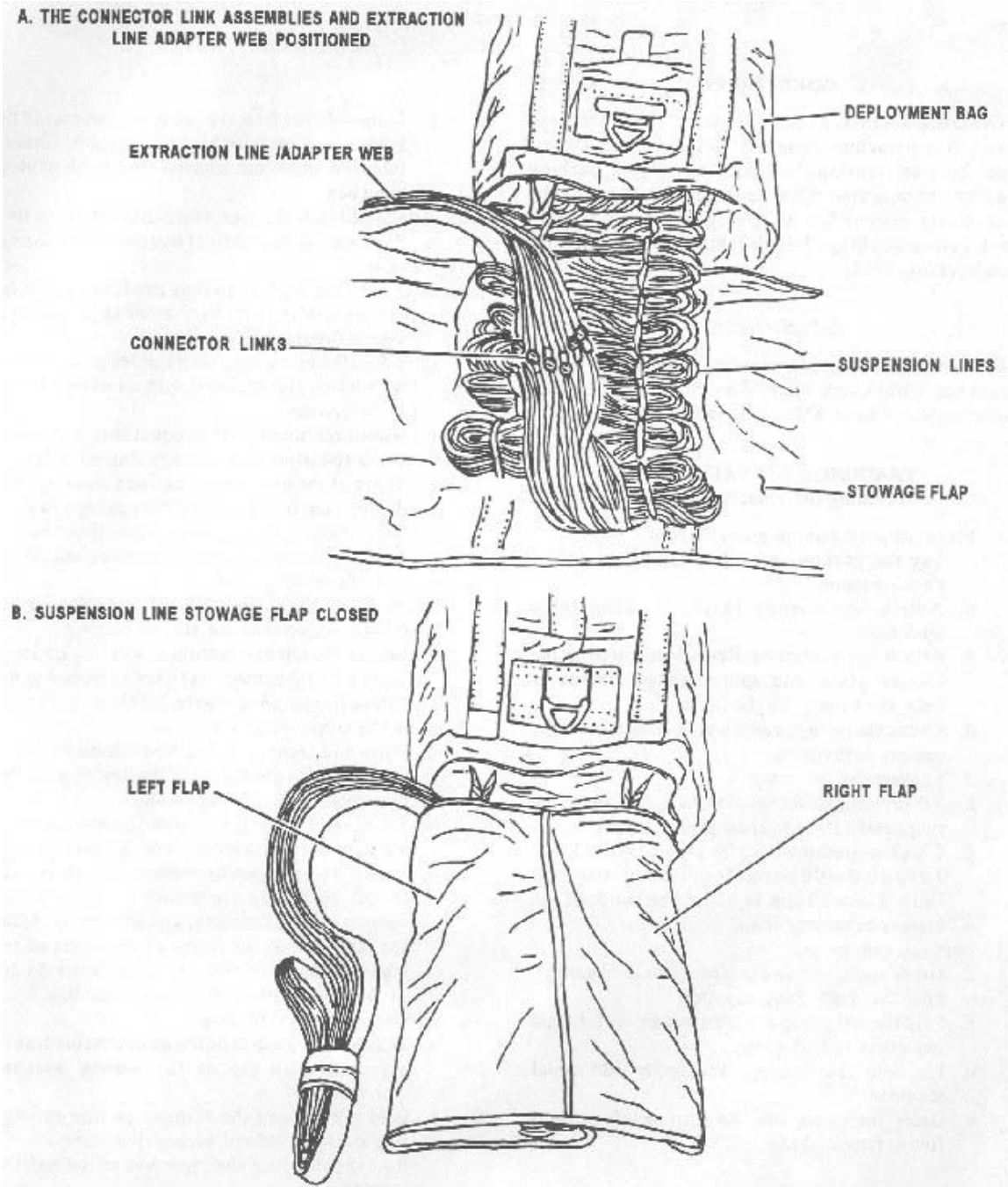


Figure 3-37  
Suspension line connector link assemblies in position with adapter web

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to pack a 22-foot-diameter cargo extraction parachute. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present.

<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
1. Placed the parachute in proper layout.	—	—
2. Folded the canopy gores.	—	—
3. Stowed the canopy.	—	—
4. Stowed the suspension lines.	—	—
5. Closed the deployment bag.	—	—
6. Performed entries on DA Form 3912.	—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**

**Required**

TM 10-1670-279-23&P

**Related**

**Pack a 28-Foot-Diameter Cargo Extraction Parachute**  
**101-512-1308**

**Conditions:** Given TM 10-1670-277-23&P; 28-foot-diameter cargo extraction parachute assembly; set of packing tables; apex hook and tension plate; packing weights; packing paddle; line separator; rigger knife; rubber retainer bands; pen; ticket number 5 or 8/7 cotton thread; type I, 1/4-inch cotton webbing; 1-inch tubular nylon webbing; and DA Form 3912.

**Standards:** Perform all performance measures without error and in sequence within one hour. The parachute provides force to extract an air delivery load from aircraft.

**Performance Steps**

1. Place the parachute in proper layout.
  - a. Lay the canopy assembly lengthwise on the packing table.
  - b. Attach the canopy to the packing table apex hook.
  - c. Attach the extraction line adapter web to the tension plate and apply enough tension to keep the canopy on the table.
  - d. Check the canopy vent lines to determine if the canopy is inverted.
  - e. Remove the inversion.
  - f. Remove any turns, tangles, or twists; place the suspension lines in their proper layout.
  - g. Check suspension lines for proper layout. Lines 1 and 30 should be inside of the top connector links. Lines 15 and 16 should be inside of the bottom connector lines.
2. Fold the canopy gores.
  - a. Dress apex and apply tension to the canopy.
  - b. Fold the right group of gores.
  - c. Fold the left group of gores but do not fold last two gores in this group.
  - d. Flat-fold the canopy and apply additional tension.
  - e. Dress the gores and the skirt reinforcement (lower lateral band).
  - f. Long-fold the first six sections and secure the folded sections with packing weights. Ensure longfold does not exceed width of deployment bag.
3. Attach and stow the deployment bag retaining line.
  - a. Position the deployment bag above the canopy vent.
  - b. Attach the deployment bag retaining line to the canopy bridle loop with a suitable length of 1-inch tubular nylon webbing.
  - c. S-fold the excess retaining line length to form 4-inch folds and secure it with a retainer band.
4. Stow the canopy.
  - a. Install retainer bands at equal intervals along the suspension line stowage flap stow loops.
  - b. Begin at the upper right inside corner of the deployment bag and S-fold the canopy into the bag. Make sure the suspension lines extend from the lower left side of the open end of the bag. (See Figure 3-38)
  - c. Fold the suspension lines from left to right across the skirt of the stowed canopy.
  - d. Secure the top and bottom center bag tie loops together with a length of ticket number 5 or 8/7 cotton thread. (See Figure 3-38)
5. Stow the suspension lines.
  - a. Form and secure the first suspension line stow at the upper right corner of the deployment bag suspension line stowage flap.
  - b. Form and secure the second suspension line stow at the upper left corner of the stowage flap.
  - c. Stow the suspension lines alternately from right to left until they are within 6 inches of the suspension line connector link assemblies. Make the last stow at the lower right corner of the stowage flap and make sure the stows do not exceed the width of the deployment bag.
6. Close the deployment bag.

**Performance Steps**

- a. Position the suspension line connector line assemblies on top of the stowed suspension lines.
- b. Fold the sides of the suspension line stowage flap over the stowed suspension lines.
- c. Roll the flap into the open end of the deployment bag.

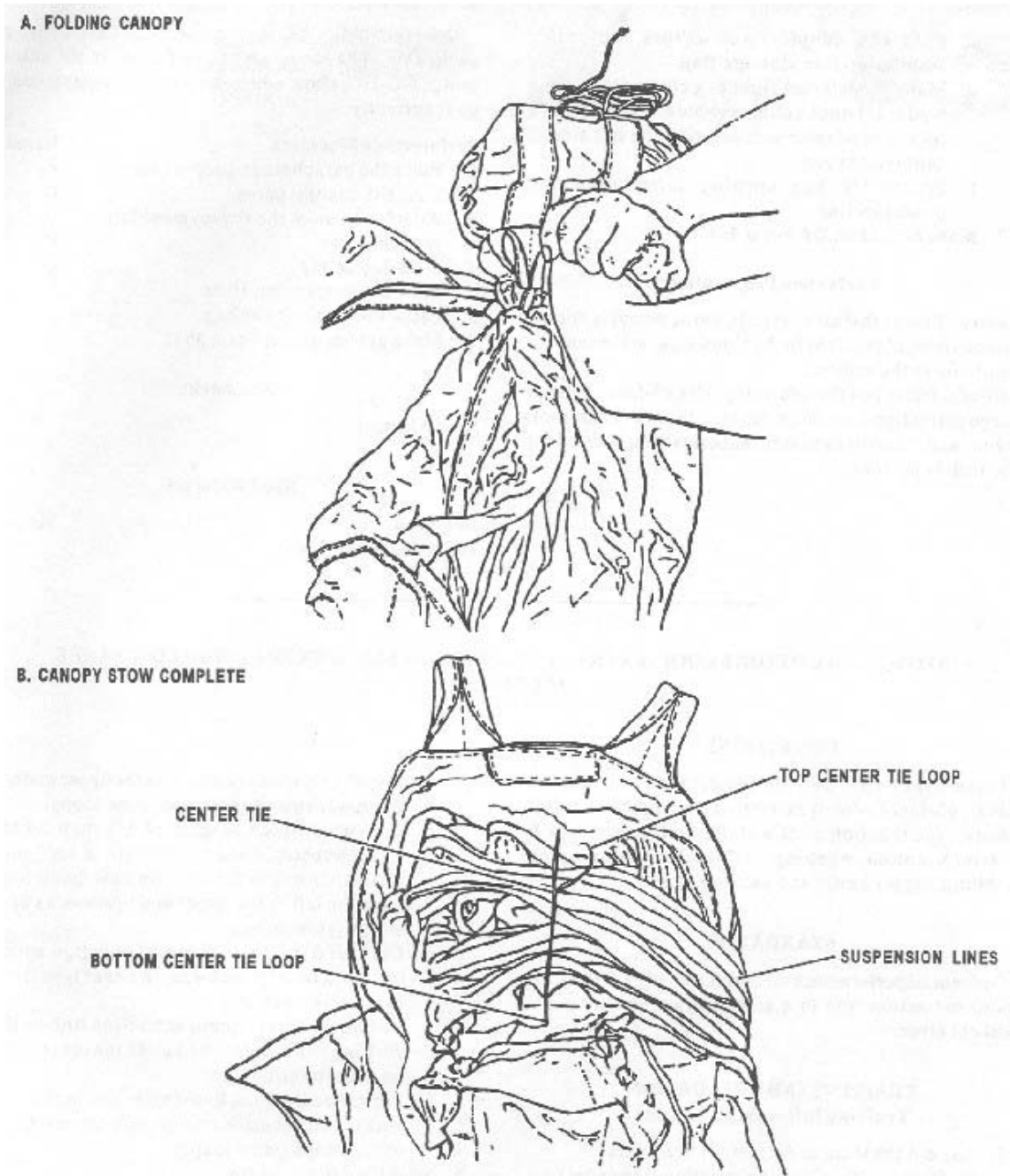


Figure 3-38  
Stowing canopy

- d. Fold the adapter web across the rolled suspension line stowage flap.
- e. Make the left and right bag closing ties using type I, 1/4-inch cotton webbing. Ensure 9 to 12 inches of adapter web extend from left side of deployment bag.
- f. Secure the bag opening safety cord and pendulum line.

**Performance Steps**

- 7. Make entries on DA Form 3912.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to pack a 28-foot-diameter cargo extraction parachute. Go over the materials, tool, forms, and manuals to ensure that everything needed for the task is present.

<b>Performance Measures</b>	<u><b>GO</b></u>	<u><b>NO GO</b></u>
1. Placed the parachute in proper layout.	—	—
2. Folded the canopy gores.	—	—
3. Attached and stowed the deployment bag retaining line.	—	—
4. Stowed the canopy.	—	—
5. Stowed the suspension lines.	—	—
6. Closed the deployment bag.	—	—
7. Performed entries on DA Form 3912.	—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**

**Required**

TM 10-1670-277-23&P

**Related**

## Stow a 60-Foot (One Loop) Extraction Line to a Sling/Extraction Line Panel

101-512-1519

**Conditions:** Given TM 10-1670-286-20; one sling or extraction line panel; 60-foot (1-loop) extraction line; rubber retainer bands; type II cotton muslin cloth; kraft paper; type I, 1/4-inch cotton webbing; 1/2-inch tubular nylon webbing; rigger knife; and packing table.

**Standards:** Perform all performance measures stowing a 60-foot (1-loop) extraction line to a sling extraction line panel without error.

### Performance Steps

1. Lay out the sling or extraction line panel.
  - a. Position the sling or extraction line panel on a packing table with the tie straps (stow loops) facing up and across the packing table from right to left.
  - b. Install 16 retainer bands; 8 on the upper and 8 on the lower row of tie straps (stow loops).
  - c. Cut two 36-inch lengths of 1/2-inch tubular nylon webbing. Fold each length in half and girth hitch one to the sixth tie strap (stow loop) from the left at the upper and lower rows of tie straps (stow loops).
  - d. Cut four 6- by 16-inch pieces of cotton muslin cloth and four 36-inch-length ties of type I, 1/4-inch cotton webbing.
  - e. Place a 60-foot (1-loop) extraction line on the packing table. Locate and mark the center point on the extraction line.
  - f. Place the extraction line lengthwise on the panel with the center mark aligned with the center row of tie straps (stow loops).
2. Stow the extraction line.
  - a. Separate extraction line plies and wrap each ply with a piece of cotton muslin cloth previously cut. Position the wrapped plies over the upper and lower row of tie straps (stow loops).
  - b. Secure the wrapped plies together at each end with two turns single of type I, 1/4-inch cotton webbing.
  - c. Secure the extraction line to the panel by passing the running ends of the 1/2-inch tubular nylon webbing, which were previously installed on the panel, up between the wrapped plies of the extraction line. Pass each running end in opposite directions, down and under the stow loop, and back to the top of the extraction line. Secure the tie.
  - d. Start at the center of the panel. S-fold and stow the lower half of the extraction line on the right side of the panel. Secure each stow with retainer bands. Continue stowing the extraction line until about 1 foot of extraction line extends from the lower right corner of the panel.
  - e. Start at the center of the panel. S-fold and stow the upper half of the extraction line on the left side of the panel. Secure each stow with retainer bands. Continue stowing the extraction line until about 1 foot of extraction line extends from the upper left corner of the panel.
3. Fold the panel, lace the ends, and install ties.
  - a. Cut a 16- by 36-inch piece of kraft paper to be used as a line separator. Place the line separator on top of the right half of the stowed extraction line.
  - b. Fold the left side of the panel over the line separator (kraft paper), forming a half bag.
  - c. Cut a 95-inch length of 1/2-inch tubular nylon webbing to use as a bag closing tie. Secure one half of the bag closing tie to the top and bottom lacing loops on the upper right corner of the panel.
  - d. Use the running end half of the bag closing tie. Form half hitches to lace the panel closed with the top edge overlapping the bottom edge.
  - e. Fold and secure the running ends of the extraction line to the strap handles on the top and bottom of the bag.
  - f. Attach a tag to the complete sling or extraction line bag showing the date stowed, who stowed the extraction line, and the length and loop of the extraction line.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier. Brief soldier: Tell the soldier to stow a 60-foot (1-loop) extraction line to a sling extraction line panel for low-velocity airdrop. Ensure the soldier knows that when two sling or extraction line panels are laced together the item then takes the noun nomenclature of sling or extraction line bag.

<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
1. Layed out the sling or extraction line panel.	—	—
2. Stowed the extraction line.	—	—
3. Folded the panel, laced the ends, and installed ties.	—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**

**Required**

TM 10-1670-286-20

**Related**



## Stow a 160-Foot (One Loop) Extraction Line to a Sling/Extraction Line Panel

101-512-1520

**Conditions:** Given TM 10-1670-286-20; two sling or extraction line panels; 160-foot (1-loop) extraction line; rubber retainer bands; type II cotton muslin cloth; type I, 1/4-inch cotton webbing; 1/2-inch tubular nylon webbing; rigger knife; and packing table.

**Standards:** Perform all performance measures stowing a 160-foot (1-loop) extraction line to a sling or extraction line panel without error.

### Performance Steps

1. Lay out the sling or extraction line panel.
  - a. Position the sling or extraction line panel on a packing table with the tie straps (stow loops) facing up and running lengthwise with the table.
  - b. Install 51 rubber retainer bands on the left and right rows of tie straps (stow loops), placing 26 on the left row and 25 on the right row.
  - c. Cut a 36-inch length of 1/2-inch tubular nylon webbing. Fold the tie in half, and girth hitch it to the first tie strap (stow loop) on the center row at the lower edge of the panel.
  - d. Cut two 6- by 16-inch pieces of cotton muslin cloth and two 36-inch lengths of type I, 1/4-inch cotton webbing.
  - e. Place a 160-foot (1-loop) extraction line on the upper end of the packing table.
  - f. Measure and mark a point 5 feet from one end of the extraction line.
  - g. Route the marked end of the extraction line from the upper end to the lower end along the center row of stow loops. Align the 5-foot mark with the lower edge of the panel.
2. Stow the extraction line.
  - a. Separate and wrap each ply of the extraction line with the two pieces of cotton muslin cloth, previously cut, at a point immediately above the 5-foot mark on the extraction line.
  - b. Secure the wrapped plies together at each end with two turns single of type I, 1/4-inch cotton webbing.
  - c. Secure the extraction line to the bottom panel by passing the running ends of the 1/2-inch tubular nylon webbing, previously installed on the panel, up between the wrapped plies of the extraction line. Pass each running end in opposite directions, down and under the stow loop, and back to the top of the extraction line; secure the tie.
  - d. Begin at the lower left corner of the panel. Form the first S-fold and stow of the extraction line. Secure the stow with a rubber retainer band. Continue stowing the extraction line from left to right, and secure it with retainer bands previously installed. Stow the extraction line until about 1 foot of extraction line extends from the top center panel. Form and secure the last stow to the upper center tie strap (stow loop). (See Figure 3-42)
3. Close the sling or extraction line bag.
  - a. Place the second sling or extraction line panel on top of the stowed extraction line with the closing loops facing up and aligned with the bottom panel.
  - b. Cut one 95-inch length of 1/2-inch tubular nylon webbing. Cut one 95-inch length and six 10-inch lengths of type I, 1/4-inch cotton webbing.
  - c. Secure one end of the bag closing ties and the 95-inch length of 1/2-inch tubular nylon webbing to the lacing loops located on the outside corner of the top and bottom panels with three alternating half hitches and an overhand knot. Begin with the lower left corner of the panel.
  - d. Use the running end of the closing tie to lace the lower end of the panels closed, working from bottom to top and from left to right. Form half hitches between the closing loops (closing strap loops). Secure the running end of the closing tie with three alternating half hitches and an overhand knot.
  - e. Secure the top and bottom side closing loops together on the left and right sides with six 10-inch lengths of the bag closing ties previously cut. Secure the ties with a surgeon's knot and a locking knot.

**Performance Steps**

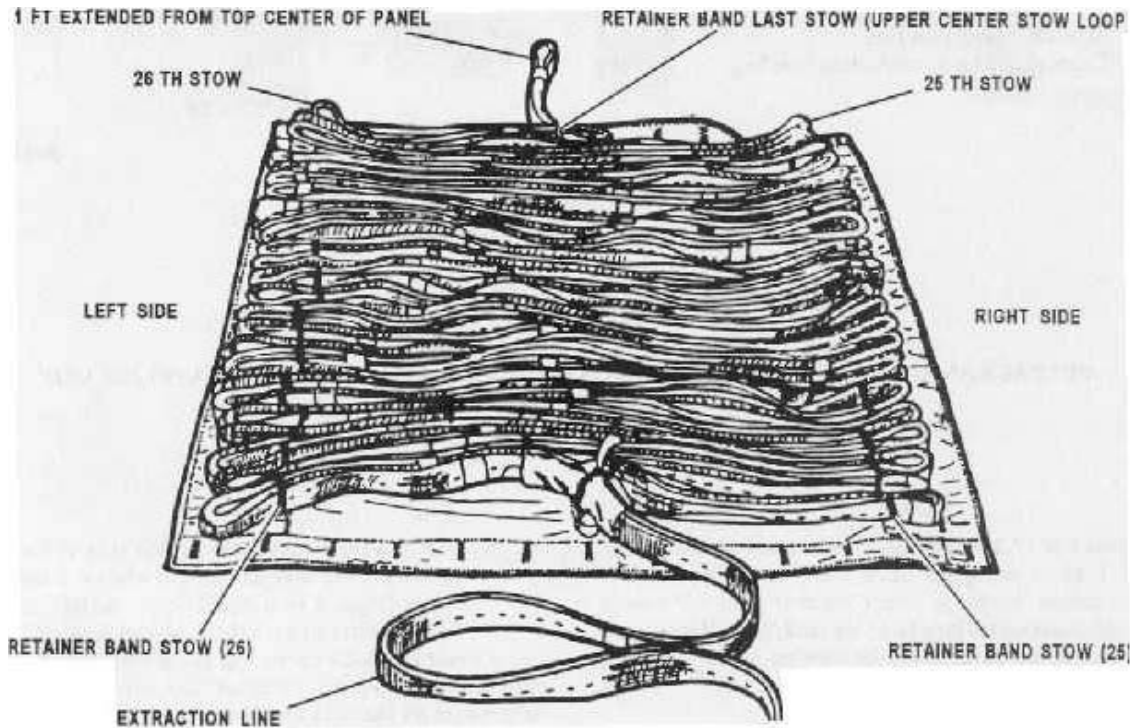


Figure 3-39  
Extraction line stowed to bottom panel

- f. Begin at the upper top center bridle attaching loops. Pass one end of the 95-inch length of type I, 1/4-inch cotton webbing closing tie (temporary handling tie) through the top center, bottom right, top right, bottom center, top left, bottom left, and back through the top center loops. Remove the slack from the tie, and secure the ends with a surgeon's knot and a locking knot.
- g. Fold and secure the running ends of the extraction line to the carrying handles using type I, 1/4-inch cotton webbing.
- h. Attach a tag to the complete sling or extraction line bag. It must show the date stowed, who stowed the extraction line, and the length and loop of the extraction line.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier. Brief soldier: Tell the soldier to stow a 160-foot (one-loop) extraction line to a sling or extraction line panel for low-velocity airdrop. Ensure the soldier knows that when two sling extraction line panels are laced together the item then takes the noun nomenclature of sling or extraction line bag.

**Performance Measures**

- 1. Layed out the sling or extraction line panel.
- 2. Stowed the extraction line.
- 3. Closed the sling or extraction line bag.

<u>GO</u>	<u>NO GO</u>
—	—
—	—
—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

STP 10-92R14-SM-TG

**References**

**Required**

TM 10-1670-286-20

**Related**

## Subject Area 4: Rigging of Containers

**Prepare an A-22 Cargo Bag for Low- or High-Velocity Airdrop of Supplies and Equipment  
101-512-1402**

**Conditions:** Given FM 57-230; FM 10-500-3; complete A-22 cargo bag; load to be rigged; skid; honeycomb; type I, 1/4-inch cotton webbing; ticket number 5 or 8/7 cotton thread; parachutes; type III nylon cord; type IV (coreless) braided nylon cord; 1/2-inch tubular nylon webbing; and tape.

**Standards:** Perform all performance measures without error.

**Performance Steps**

1. Inspect the airdrop equipment.
  - a. Perform a technical rigger-type inspection on the A-22 cargo bag.
  - b. Inspect the supplies to be rigged in the container.
2. Prepare the skid.
  - a. Thread an 8-foot length of 1/2-inch tubular nylon webbing or double length of type III nylon cord or type IV (coreless) braided nylon cord through the holes in each corner of the standard skid.
  - b. Make sure that if there is a beveled edge on the skid it is facing down. Fabricated skids need not have a beveled edge.
3. Position the honeycomb.
  - a. Position a minimum of two layers of honeycomb on the skid.
  - b. Position the honeycomb so that it is at least 1 inch from the edge of the skid when the load is to be dropped in a double-row configuration from an aircraft with the dual-rail system.
4. Center the A-22 cargo bag sling assembly on the skid and honeycomb. Center the sling assembly lengthwise on the skid and honeycomb.
5. Position the cover on the sling assembly, if required.
  - a. Position the cover with the outside facing down and the long panel over the long tie-down straps.
  - b. Adjust the cover so that no portions are under the sling assembly, honeycomb, or skid.
6. Position and center the load on the canvas cover using cushioning material as necessary.
7. Fold the cover over the load.
  - a. Fold the canvas material over the top of the load, and fold the excess material under.
  - b. Secure the cover at each corner by threading lacing material through the lacing loops in figure-eight fashion. Secure the ends with bow knots and tape.
8. Secure the straps over the load.
  - a. Pass the free end of each tie-down strap over the top of the load and through the opposite end of the strap.
  - b. Tighten and fold the excess strap. Tie it with type I, 1/4-inch cotton webbing, or tape it in place.
  - c. Fasten the upper and lower straps together around the corners of the load.
9. Attach the suspension webs to the D-rings so that the open portion of each snap is facing in. Tape the snaps to the D-rings, as required.
10. Adjust all straps.
  - a. Adjust all straps until the sling assembly fits snugly around the load.
  - b. Adjust and secure the upper lateral strap so that it does not bind the upper part of the support web to the container.
  - c. Fold and tape the excess strap, or tie it with type I, 1/4-inch cotton webbing.

**Performance Steps**

11. Tie the skid to the sling assembly.
  - a. Tie the skid at each corner to the sling assembly using the webbing or cord attached to the corner of the skid.
  - b. Inspect the straps for uniform tension.
12. Attach and secure the correct parachute.
  - a. Place the parachute on top of the load with the bridle assembly facing to the outboard side of the load; tie each corner with one turn single of type I, 1/4-inch cotton webbing.
  - b. Attach the parachute riser to the rings on the suspension clevis.
  - c. Attach a 68-inch pilot parachute to the G-12D cargo parachute with the connector link on the pilot parachute. Make sure the deployment bag retention strap has been installed.
  - d. Secure the pilot parachute to the deployment bag of the cargo parachute with four ties of ticket number 5 or 8/7 cotton thread.
  - e. Tie each corner of the parachute to the load with a length of type I, 1/4-inch cotton webbing.
  - f. S-fold the static line across the cargo parachute. Secure the folds to the riser stow bar with two retainer bands.
13. Mark the rigged load.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier low- or high-velocity airdrop is delivery of supplies and equipment from an aircraft in flight using cargo parachutes.

<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
1. Inspected the airdrop equipment.	_____	_____
2. Prepared the skid.	_____	_____
3. Positioned the honeycomb.	_____	_____
4. Centered the A-22 cargo bag sling assembly on the skid and honeycomb.	_____	_____
5. Positioned the cover on the sling assembly, if required.	_____	_____
6. Positioned and centered the load on the canvas cover using cushioning material as necessary.	_____	_____
7. Folded the cover over the load.	_____	_____
8. Secured the straps over the load.	_____	_____
9. Attached the suspension webs to the D-rings so that the open portion of each snap is facing in. Tape the snaps to the D-rings, as required.	_____	_____
10. Adjusted all straps.	_____	_____
11. Tied the skid to the sling assembly.	_____	_____
12. Attached and secured the correct parachute.	_____	_____
13. Marked the rigged load.	_____	_____

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**  
**Required**  
FM 57-230

**Related**  
TM 38-250

**Prepare an A-7A Cargo Sling for Low- or High-Velocity Airdrop of Supplies and Equipment  
101-512-1403**

**Conditions:** Given FM 10-500-3; A-7A cargo slings; four D-rings; plywood base; type III nylon cord; type I, 1/4-inch cotton webbing; ticket number 5 or 8/7 cotton thread; masking tape; load to be rigged; cargo parachutes; and honeycomb.

**Standards:** Perform all performance measures without error.

**Performance Steps**

1. Inspect the airdrop equipment.
  - a. Perform a technical rigger-type inspection of the cargo slings.
  - b. Inspect the cargo sling to make sure that it is 188 inches long and has a friction adapter.
  - c. Make sure plywood and honeycomb are the correct size.
2. Position A-7A sling straps, plywood base, and honeycomb, if required.
  - a. Place the required number of A-7A sling straps, honeycomb, and plywood on a level surface with the large lip portion of the friction adapter down.
  - b. Make sure the straps are not twisted or tangled.
3. Position the load by centering it on the intersecting sling straps.
4. Place the sling straps over the load, and thread them through the D-rings.
5. Secure and tighten the sling straps.
  - a. Tighten the sling straps by pulling them through the friction adapter.
  - b. Fold the excess sling; and tape it, or tie it with type I, 1/4-inch cotton webbing.
6. Attach the suspension sling, if required. Fold the suspension sling, and tie the folds with lengths of type I, 1/4-inch cotton webbing.
7. Attach the correct cargo parachute.
  - a. Place the cargo parachute on top of the load.
  - b. Attach parachute risers to each D-ring or suspension sling.
8. Secure the cargo parachute to the load in accordance with FM 10-500-3.
9. Mark the rigged load.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier low- or high-velocity airdrop is delivery of supplies and equipment from an aircraft in flight using cargo parachutes.

<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
1. Inspected the airdrop equipment.	—	—
2. Positioned the A-7A sling straps, plywood base, and honeycomb, if required.	—	—
3. Positioned the load by centering it on the intersecting sling straps.	—	—
4. Placed the sling straps over the load, and thread them through the D-rings.	—	—
5. Secured and tightened the sling straps.	—	—
6. Attached the suspension sling, if required. Folded the suspension sling, and tie the folds with lengths of type I, 1/4-inch cotton webbing.	—	—

<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
7. Attached the correct cargo parachute.	—	—
8. Secured the cargo parachute to the load in accordance with FM 10-500-3.	—	—
9. Marked the rigged load.	—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**

**Required**

**Related**

- FM 57-220
- FM 57-230
- TM 38-250



**Prepare an A-21 Cargo Bag for Low- or High-Velocity Airdrop of Supplies and Equipment**  
**101-512-1404**

**Conditions:** Given FM 10-500-3; complete A-21 cargo bag; honeycomb; type I, 1/4-inch cotton webbing; type III nylon cord; ticket number 5 or 8/7 cotton thread; cushioning material; supplies to be rigged; 1/2- or 3/4-inch plywood; and cargo parachutes.

**Standards:** Perform all performance measures without error.

**Performance Steps**

1. Inspect the airdrop equipment.
  - a. Perform a technical rigger-type inspection on the A-21 cargo bag.
  - b. Make sure the A-21 cargo bag has a sling assembly with scuff pad, a quick-release assembly, two ring straps, and a canvas cover.
2. Prepare the container.
  - a. Prepare a skid using 1/2- or 3/4-inch plywood for high-velocity.
  - b. Spread out the cover, with strap keepers up, on a clean, level surface.
  - c. Position the sling assembly webbing down on the cover, and thread the straps through the strap keepers.
  - d. Turn the sling assembly over as a unit.
3. Position the honeycomb, if necessary, and position the load on the container.
  - a. Center the honeycomb, if necessary, on the container.
  - b. Place the load on the container, and center it on the cover.
  - c. Use cushioning material as necessary.
4. Fold the cover over the load, and fold under excess material.
5. Attach two ring straps to the 188-inch main straps.
  - a. Attach the four quick-release straps to the 144-inch side straps.
  - b. Make sure the release operating button is in the up position when the quick-release assembly is placed on top of the load.
  - c. Thread the fixed quick-release strap, with quick-release assembly attached, through the nearest steel ring.
  - d. Thread the remaining quick-release straps through the nearest steel rings.
6. Attach the quick-release assembly.
  - a. Snap the quick-release strap onto the release locking plunger in the release assembly.
  - b. Place the safety clip into the release assembly.
  - c. Tighten all four quick-release straps and the two ring straps by using the friction adapter.
  - d. Secure all excess straps by folding and then taping or tying them in place.
7. Attach the suspension sling, if required. Fold the suspension sling, and tie the folds with lengths of type I, 1/4-inch cotton webbing.
8. Attach the correct cargo parachute.
  - a. Place the cargo parachute on top of the load.
  - b. Attach parachute risers to the D-rings at the end of the ring straps or to the suspension sling.
9. Secure the parachute to the load in accordance with FM 10-500-3.
10. Mark the rigged load.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier low- or high-velocity airdrop is delivery of supplies and equipment from an aircraft in flight using cargo parachutes.

<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
1. Inspected the airdrop equipment.	—	—
2. Prepared the container.	—	—
3. Positioned the honeycomb, if necessary, and positioned the load on the container.	—	—
4. Folded the cover over the load, and folded under excess material.	—	—
5. Attached two ring straps to the 188-inch main straps.	—	—
6. Attached the quick-release assembly.	—	—
7. Attached the suspension sling, if required. Folded the suspension sling, and tie the folds with lengths of type I, 1/4-inch cotton webbing.	—	—
8. Attached the correct cargo parachute.	—	—
9. Secured the parachute to the load in accordance with FM 10-500-3.	—	—
10. Marked the rigged load.	—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References  
Required**

- Related**  
 FM 57-230  
 TM 10-1670-296-20&P  
 TM 38-250

Subject Area 5: Rigging of Supplies and Equipment

**Rig a Vehicle for a Low-Velocity Airdrop**

**101-512-1407**

**Conditions:** Given a 16-foot, type V platform; M998, 1 1/4-ton cargo truck; parachutes and equipment listed in FM 10-517; FM 10-500-2; and DD Form 1387-2.

**Standards:** Perform all performance measures without error and in sequence.

**Performance Steps**

1. Prepare a 16-foot platform for airdrop.

NOTES: 1-The nose bumper may or may not be installed. 2-Measurements given in FM 10-517 are from the front edge of the platform, not from the front edge of the nose bumper.

- a. Assemble the platform.
- b. Inspect the assembled platform for serviceability.

2. Prepare and position the honeycomb on the platform.

- a. Prepare the honeycomb stacks.
- b. Position the honeycomb stacks on the platform.

3. Prepare the vehicle for airdrop.

- a. Make sure the fuel tank is no more than 1/2 full.
- b. Make sure the batteries and battery compartment comply with TM 38-250.
- c. Stow the truck on-vehicular equipment according to TM 9-2320-280-10.
- d. Prepare the cab of the truck.
- e. Secure and pad the radio equipment.
- f. Prepare the front of the truck.
- g. Prepare and secure the pioneer tool kit.
- h. Prepare the underside of the truck.
- i. Prepare the truck body.

4. Stow the accompanying load.

- a. Rig an accompanying load weighing a minimum of 800 pounds and a maximum of 2,000 pounds in the truck.
- b. Package, mark, and label hazardous materials according to TM 38-250.

5. Position the vehicle on the platform.

- a. Attach a 9-foot (2-loop), type XXVI nylon webbing sling to each airlift bracket with a medium clevis.
- b. Lift and position the truck on the platform with the rear of the truck 2 inches from the front edge of the platform.

NOTE: Be sure that the suspension cross members rest squarely on stacks 1 and 3 and the frame rails rest squarely on stack 2.

6. Install lashings on the vehicle.

- a. Install the lashings on the vehicle with eighteen 15-foot Dacron tie-down assemblies.
- b. Make sure that no lashing is overlooked and that all lashings have uniform tension.

7. Install and safety the suspension slings.

- a. Attach a 16-foot (2-loop), type XXVI nylon webbing suspension sling to each tandem link with a large clevis.
- b. Raise the slings, and install the deadman's tie 6 inches above the load.

8. Stow the cargo parachutes.

- a. Prepare and stow three G-11A or two G-11B cargo parachutes on the hood of the truck.

**Performance Steps**

- b. Install a cargo parachute restraint strap. An additional restraint strap will be needed for a three-parachute load.
- 9. Install the extraction system.
  - a. Install the EFTC to the platform.
  - b. Install a 9-foot (2-loop), type XXVI nylon webbing deployment line on the load.
  - c. Place the cargo extraction parachute and the extraction line on the load for installation in the aircraft.
- 10. Install provisions for emergency restraints.
  - a. Bolt a medium clevis to each tandem link on the front of the platform. Place spacers between the tandem links and the inside arms of the clevises.
  - b. Tie the clevises to the tandem links with type I, 1/4-inch cotton webbing.
- 11. Install the parachute release system.
  - a. Position the release on the plywood or honeycomb over the driver compartment.
  - b. Attach the parachute risers and the suspension slings to the release.
  - c. S-fold the slack in the suspension slings, and tie the folds with type I, 1/4-inch cotton webbing.
- 12. Mark the rigged load.
  - a. Make entries on the load data tag.
  - b. Complete DD Form 1387-2, and securely attach it to the load.
  - c. Mark the center of balance on the platform.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to rig the M998, 1 1/4-ton cargo truck. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present.

**Performance Measures**

	<u>GO</u>	<u>NO GO</u>
1. Prepared a 16-foot platform for airdrop.	—	—
2. Prepared and position the honeycomb on the platform.	—	—
3. Prepared the vehicle for airdrop.	—	—
4. Stowed the accompanying load.	—	—
5. Positioned the vehicle on the platform.	—	—
6. Installed lashings on the vehicle.	—	—
7. Installed and safety the suspension slings.	—	—
8. Stowed the cargo parachutes.	—	—
9. Installed the extraction system.	—	—
10. Installed provisions for emergency restraints.	—	—
11. Installed the parachute release system.	—	—
12. Marked the rigged load.	—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**

**Required**

FM 10-500-2

FM 10-517

**Related**

TM 38-250

TM 9-2320-280-10

## Prepare an Extraction Force Transfer Coupling (EFTC)

**101-512-1410**

**Conditions:** Given a 20-foot, type V airdrop platform; type I, 1/4-inch cotton webbing; tool kit; FM 10-500-2; and TM 10-1670-240-20.

**Standards:** Assist in the preparation of the EFTC for attachment to a 20-foot, type V airdrop platform. Complete all performance measures without error and in sequence within 30 minutes.

### Performance Steps

NOTES: 1. Refer to TM 10-1670-240-20 for performance measure 1 and to FM 10-500-2 for performance measures 2, 3, and 4. 2. Use two soldiers for this task.

1. Inspect the components of the 35K EFTC for completeness and serviceability. (See Figure 3-40)
2. Assemble the EFTC.
  - a. Remove the locking pin, and rotate the cover up.
  - b. Attach the clevis on the cable to the cable actuator using a straight pin and a cotter pin.
  - c. Pull the spring-loaded pin to release the actuator arm from the unloaded position.
  - d. Cock the actuator arm, hold the actuator arm, and observe the adjusting collar.
  - e. Ensure the adjusting collar fits inside the end slot of the actuator.
  - f. Insert the locking pin to secure the arm in place when the actuator is cocked.
  - g. Tighten the locking nut.
  - h. Push up on the catch.
  - i. Push down on the retainer hook and idler.
3. Reset the cam and link assembly in the latch assembly.
  - a. Set the edge of the cam in place within the latch.
  - b. Push up on the catch.
  - c. Push down on the retainer hook and idler link to free the cam, and remove the link assembly.
  - d. Push the cam into place.
  - e. Push the lock link up to engage the retainer hook.
  - f. Align the dot on the lock link with the arrow on the catch.
  - g. Insert the swage fitting end of the release cable. Slide the fitting down through the locking nut and catch spring and down over the catch.
  - h. Align the holes in the fitting with the hole of the catch. Insert the straight pin through the holes of the fitting and catch. Secure the straight pin with a cotter pin, and bend the ends on the cotter pin.
  - i. Tighten the locking nut of the cable to the threaded fitting on the latch assembly.
4. Test the EFTC.
  - a. Soldier 1 holds the actuator arm; soldier 2 removes the locking pin from the actuator arm. Soldier 1 allows the actuator arm to travel to the released position. Soldier 2 then moves to the latch assembly.
  - b. Soldier 2 watches the inside of the latch to be sure that the cable fully retreats the catch and that the locking link and retainer hook are released.
  - c. Soldier 1 closely watches inside the actuator to be sure that the pull on the cable is a straight pull. He also makes sure that the cable does not bend or crimp.

**Performance Steps**

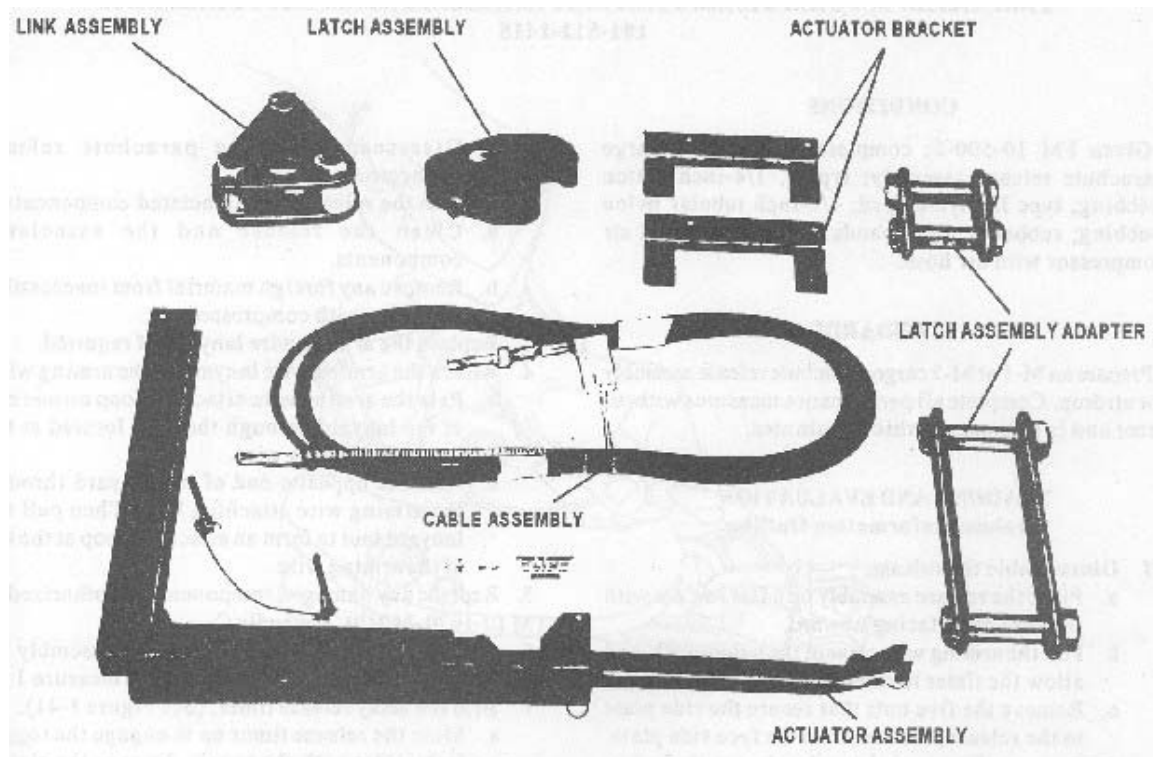


Figure 3-40  
EFTC components unassembled

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to assist in the preparation of the EFTC for attachment to a 20-foot, type V airdrop platform. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present.

**Performance Measures**

GO    NO GO

NOTES: 1. Refer to TM 10-1670-240-20 for performance measure 1 and to FM 10-500-2 for performance measures 2, 3, and 4. 2. Use two soldiers for this task.

- |  |     |     |
|--|-----|-----|
| 1. Inspected the components of the 35K EFTC for completeness and serviceability. | ___ | ___ |
| 2. Assembled the EFTC.   | ___ | ___ |
| 3. Performed the reset of the cam and link assembly in the latch assembly.       | ___ | ___ |
| 4. Tested the EFTC.  | ___ | ___ |

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**

**Required**

- FM 10-500-2
- TM 10-1670-296-20&P

**Related**

## Prepare an M-1 or M-2 Cargo Parachute Release Assembly for Airdrop

**101-512-1415**

**Conditions:** Given FM 10-500-2; complete M-1 or M-2 cargo parachute release assembly; type I, 1/4-inch cotton webbing; type III nylon cord; 1/2-inch tubular nylon webbing; rubber retainer bands; screwdriver; and air compressor with air hose.

**Standards:** Prepare an M-1 or M-2 cargo parachute release assembly for airdrop. Complete all performance measures without error and in sequence within 30 minutes.

### Performance Steps

1. Disassemble the release.
  - a. Place the release assembly on a flat surface with the side plate facing upward.
  - b. Pull the arming wire clear of the guide block, and allow the timer to run down.
  - c. Remove the five nuts that secure the side plate to the release; then remove the face side plate.
  - d. Remove the exposed toggle, the toggle lock slide, and the delay release timer from the release body.
  - e. Remove the toggle shaft and the upper suspension link with the retaining clamp from the release.
  - f. Remove the retaining clamp with the clamp pin from within the upper suspension link by sliding the clamp down and out through the opening in the link.
  - g. Remove the remaining toggle and toggle lock slide from the release back side plate.
  - h. Remove both lower suspension links from the 5/8-inch bolt.
  - i. Remove the spacers, the 5/8-inch bolts, and 3/8-inch bolts from the back side plate.
  - j. Disassemble the lower suspension links.
  - k. Disassemble all the parachute release connectors.
2. Service the release and associated components.
  - a. Clean the release and the associated components.
  - b. Remove any foreign material from inaccessible locations with compressed air.
3. Replace the arming wire lanyard, if required.
4. Attach the arming wire lanyard to the arming wire.
  - a. Pass the arming wire attaching loop on one end of the lanyard through the loop located at the top of the arming wire.
  - b. Pass the opposite end of the lanyard through the arming wire attaching loop. Then pull the lanyard taut to form an attaching loop at the top of the arming wire.
5. Replace any damaged components as authorized in TM 10-1670-240-20, Appendix C.
6. Assemble the M-1 or M-2 release assembly by reversing the procedures in performance measure 1.
7. Arm the delay release timer. (See Figure 3-41)
  - a. Slide the release timer up to engage the toggle lock slides with the toggle. Engage the slot of the timer winding shaft.
  - b. Gently turn the winding shaft clockwise one-quarter turn and stop; hold the winding shaft with the screwdriver.
  - c. Insert the arming wire down through the hole in the guide block upper end and into the hole in the winding shaft.
  - d. Take up the slack in the arming wire until only 1/2 inch is visible through the slot below the winding shaft access hole.



**Performance Steps**

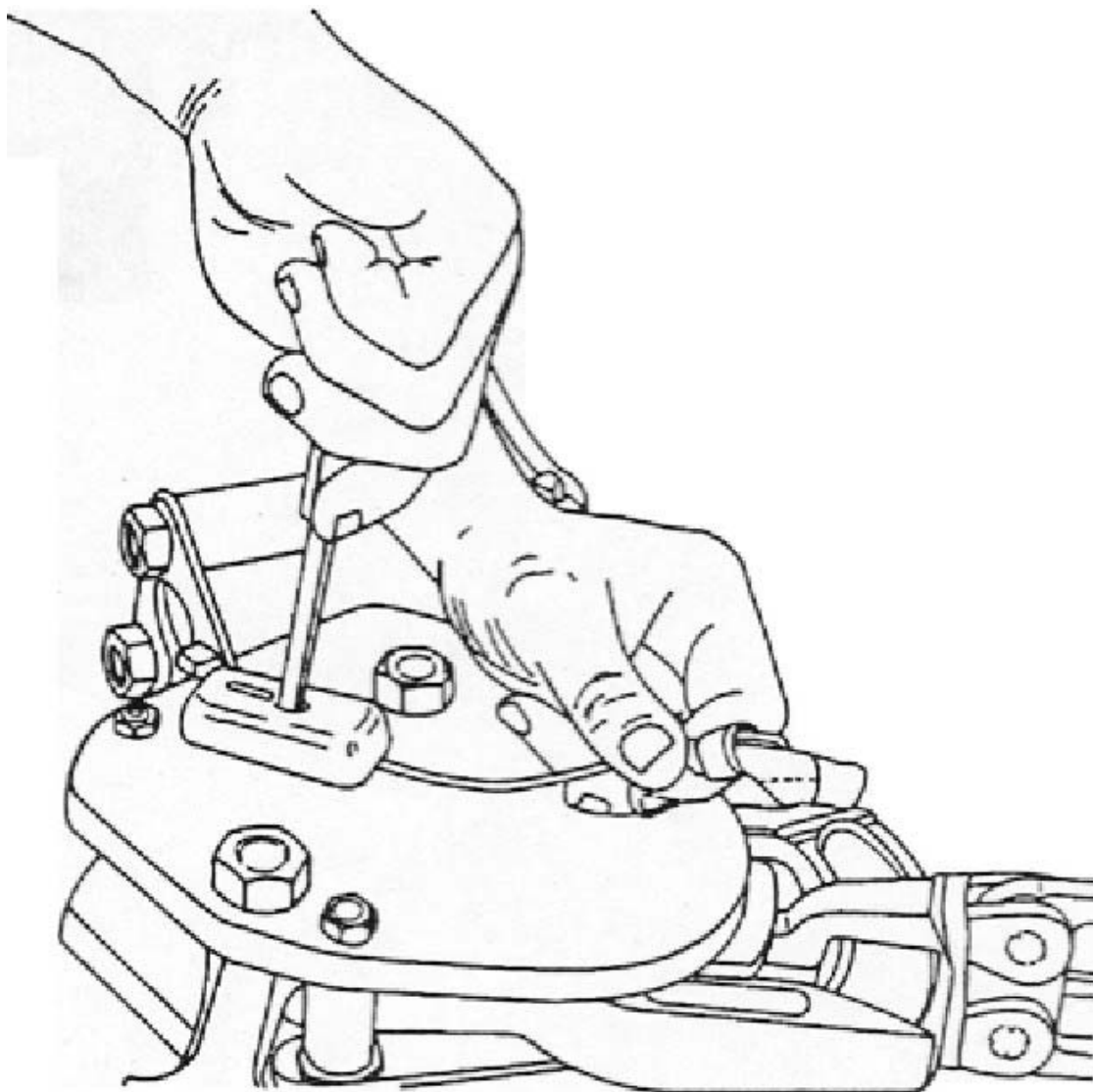


Figure 3-41  
Arming the delay release timer

8. Test the delay release timer. (See Figure 3-42)
  - a. Cut a length of type I, 1/4-inch cotton webbing to use in fabricating a sling.
  - b. Pass the piece of type I, 1/4-inch cotton webbing between the release side plates, over and around the center of the timer, and back down between the side plates to a point below the release body.
  - c. Attach and suspend a 10-ounce weight (platform clevis) to the type I, 1/4-inch cotton webbing below the release body.
  - d. Suspend the release in a vertical position. Activate the timer mechanism by pulling the arming wire from the guide block. The timer, once activated, should drop inside the release within 12 to 16 seconds with the 15-second timer.
  - e. Remove the type I, 1/4-inch cotton webbing and the 10-ounce weight from the release.
9. Prepare the tested release. (See Figures 3-43 and 3-44)

### Performance Steps

- a. Make sure that the timer is in the down position within the release.
- b. Rotate the upper suspension link, left or right, as far as possible.
- c. Open the jaws of the parachute connectors. Install them on the upper suspension link with the tips inside the groove of the retaining clamp.
- d. Secure each parachute connector with a retainer band.
- e. Rotate the upper suspension link back to the center of the release.
- f. Arm the timer.
- g. Secure the arming wire lanyard from the upper suspension link with a tie of double type I, 1/4-inch cotton webbing to the lower link. S-fold the excess, and tape the folds.
- h. Tie one end of a 5-foot length of type III nylon cord (dragline) to one side of the lower suspension link and the other end to a parachute connector. S-fold the slack in the dragline, and tape the folds in place.

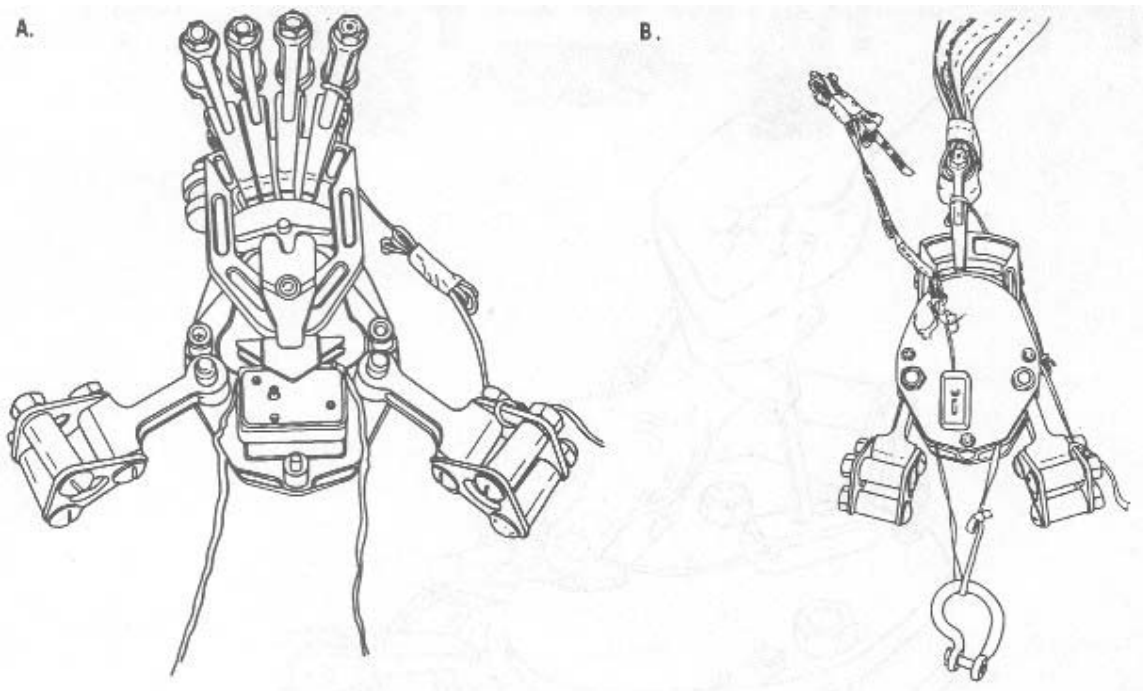


Figure 3-42  
Preparing the delay release timer for testing

**Performance Steps**

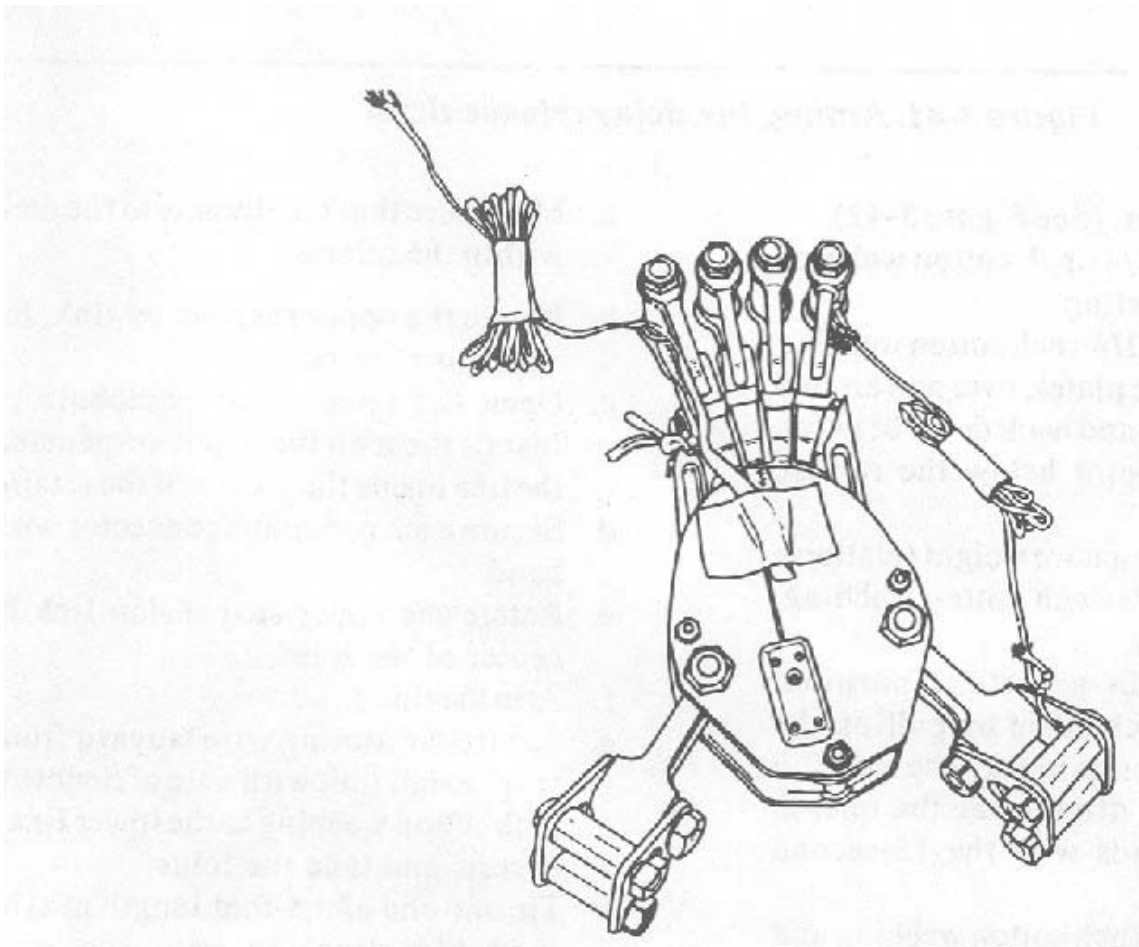


Figure 3-43  
M-1 release assembly armed

**Performance Steps**

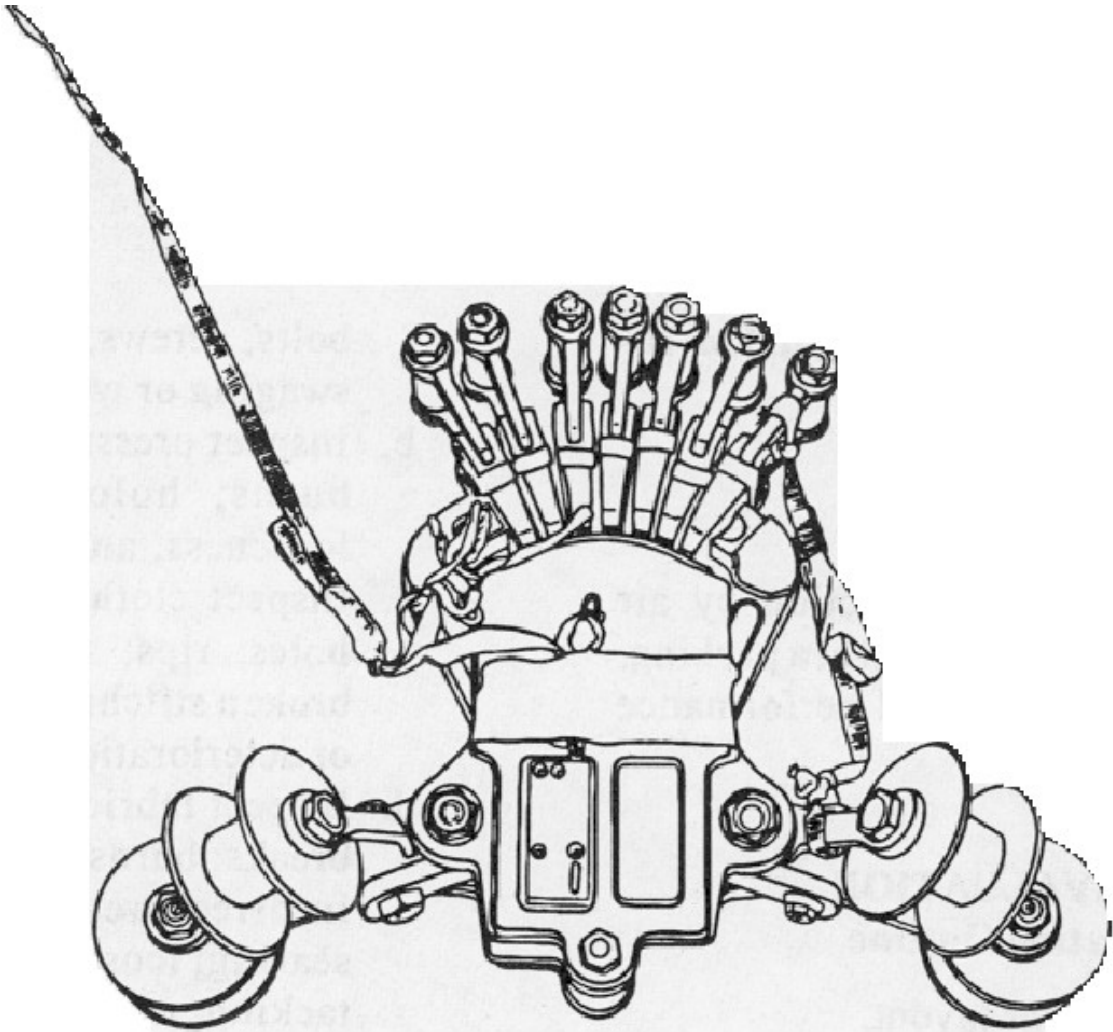


Figure 3-44  
M-2 release assembly armed

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to assemble the M-1 or M-2 release assembly. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present.

**Performance Measures**

- 1. Disassembled the release.
- 2. Serviced the release and associated components.
- 3. Replaced the arming wire lanyard, if required.
- 4. Attached the arming wire lanyard to the arming wire.

<u>GO</u>	<u>NO GO</u>
—	—
—	—
—	—
—	—

**Performance Measures**

	<u>GO</u>	<u>NO GO</u>
5. Replaced any damaged components as authorized in TM 10-1670-240-20, Appendix C.	—	—
6. Assembled the M-1 or M-2 release assembly by reversing the procedures in performance measure 1.	—	—
7. Armed the delay release timer.	—	—
8. Tested the delay release timer.	—	—
9. Prepared the tested release.	—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**

**Required**  
FM 10-500-2

**Related**

Subject Area 6: Maintenance Procedures

**Perform a Technical Rigger-Type Inspection of Parachutes  
101-512-1315**

**Conditions:** Given packing table, T-10C parachute, and TM 10-1670-293-23&P.

**Standards:** Perform a technical rigger-type inspection by air delivery equipment maintenance personnel at a packing, rigging, or repair activity. Complete all performance measures without error.

**Performance Steps**

1. Place the parachute in proper layout.
2. Perform an overall inspection of individual parachutes and other airdrop equipment items.
  - a. Inspect the assembly log record and parachute log record data to ensure correct recording on DA Form 3912. Ensure it is attached correctly.
  - b. Inspect the assembly for completeness.
  - c. Inspect for operation adequacy to ensure proper assembly, which includes attachment and alignment and that the assembled product functions in the prescribed manner.
  - d. Inspect the marking and stenciling on each assembly and associated components for faded, illegible, obliterated, or missing information; identification numbers; or warning marks.
  - e. Inspect each assembly and related components for foreign material and stains.
  - f. Should defect or damage be discovered at any point during the inspection, the inspection will be terminated and the applicable item will be processed and forwarded to a repair activity.

NOTE: Parachutes which are deemed unserviceable by a packing or rigging activity will be rigger-rolled prior to being sent to a repair activity.

3. Perform a detailed inspection in addition to the overall inspection.
  - a. Inspect metal for rust; corrosion; dents; bends; breaks; burrs; rough spots; sharp edges; wear; deterioration; damaged, loose, or missing nuts, bolts, screws, safety pins, or rivets; improper swaging or welding; or loss of spring tension.
  - b. Inspect pressure-sensitive (adhesive) tape for burns; holes; cuts; tears; weak spots; looseness; and deterioration.
  - c. Inspect cloth for breaks; burns; cuts; frays; holes; rips; snags; tears; loose, missing, or broken stitching or tacking; weak spots; wear; or deterioration.
  - d. Inspect fabric tape, webbing, and cordage for breaks; burns; cuts; frays; holes; snags; tears; incorrect weaving; sharp edges formed from searing; loose, missing, or broken stitching, tacking, whipping, or weaving; weak spots; wear; or deterioration.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier. Brief soldier: Tell the soldier to perform a technical rigger-type inspection on a parachute. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present.

<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
1. Placed the parachute in proper layout.	_____	_____
2. Performed an overall inspection of individual parachutes and other airdrop equipment items.	_____	_____
3. Performed a detailed inspection in addition to the overall inspection.	_____	_____

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier score NO-GO, show what was done wrong and how to do it correctly.

STP 10-92R14-SM-TG

**References**

**Required**

TM 10-1670-293-23&P

**Related**

**Perform a Technical Rigger-Type Inspection of Airdrop Equipment Other Than Parachutes**  
**101-512-1400**

**Conditions:** Given TM 10-1670 series; airdrop equipment; pen; materiel condition tags; and a clean, level surface large enough for the inspection process.

**Standards:** Perform a technical rigger-type inspection on an item of airdrop equipment, other than parachutes, without error.

**Performance Steps**

1. Place the assembly in proper layout.
  - a. Place the assembly on a suitable surface, such as, a packing table or a clean floor.
  - b. Remove all turns, tangles, and twists from the webbing material.
2. Inspect the assembly to make sure it is complete.
3. Inspect the assembly for correct operation.
  - a. Inspect the parts to make sure they are correctly assembled and aligned and include their attachments.
  - b. Ensure that the assembled product functions correctly.
  - c. Make sure that no stitch formation or sewn seam has been left out. In particular, check static lines, harnesses, slings, extraction lines, and adapter webs.
4. Inspect the marking and painting on the assembly.
  - a. Inspect the assembly and associated components for faded, illegible, obliterated, or missing information; identification numbers; or warning marks.
  - b. Inspect each assembly for chipped, worn, or peeled paint.
5. Inspect the assembly for any foreign material, rust, stains, burns, or sharp edges.
  - a. Inspect the assembly for dirt or similar foreign material.
  - b. Inspect the assembly for evidence of mildew, moisture, oil, grease, pitch, resin, rust, or contamination by salt water.
6. Inspect the assembly material in detail.
  - a. Inspect metal for rust; corrosion; dents; bends; breaks; burrs; rough spots; sharp edges; wear; deterioration; damaged, loose, or missing nuts, bolts, screws, safety pins, or rivets; improper swaging or welding; or loss of spring tension.
  - b. Inspect plastic and wood for bends, breaks, dents, holes, rough spots, sharp edges, and wear.
  - c. Inspect cloth for breaks; burns; cuts; frays; holes; rips; snags; tears; loose, missing, or broken stitching or tacking; weak spots; wear; or deterioration.
  - d. Inspect the fabric tape, webbing, and cordage for breaks; burns; cuts; frays; holes; snags; tears; incorrect weaving; sharp edges formed from searing; loose, missing, or broken stitching, tacking, whipping, or weaving; weak spots; wear; or deterioration.
  - e. Inspect the pressure-sensitive (adhesive) tape for burns, holes, cuts, tears, weak spots, looseness, and deterioration.
  - f. Inspect rubber and elastic for burns, cuts, holes, tears, weak spots, loss of elasticity, and deterioration.
  - g. Inspect felt for cuts, tears, burns, breaks, holes, and thin spots.
  - h. Inspect leather for burns; cuts; holes; tears; loose, missing, or broken stitching; thin spots; and deterioration.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to perform a technical rigger-type inspection of airdrop equipment other than



parachutes. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present.

<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
1. Placed the assembly in proper layout.	_____	_____
2. Inspected the assembly to make sure it is complete.	_____	_____
3. Inspected the assembly for correct operation.	_____	_____
4. Inspected the marking and painting on the assembly.	_____	_____
5. Inspected the assembly for any foreign material, rust, stains, burns, or sharp edges.	_____	_____
6. Inspected the assembly material in detail.	_____	_____

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier score NO-GO, show what was done wrong and how to do it correctly.

## Clean and Dry Airdrop Equipment 101-512-1401

**Conditions:** Given TM 10-1670 series; level surface; stiff bristle brush; soft bristle brush; air compressor and air hose; hand dishwashing detergent; tetrachloroethylene; soap and warm water; clean cloth; crocus cloth; metal file; sandpaper; fresh, clean water; and airdrop equipment.

**Standards:** Perform all performance measures without error and in sequence without error.

### Performance Steps

1. Clean fabric items with cleaning solvent.
  - a. Gently brush with a soft bristle brush.
  - b. Spot-clean with cleaning solvent tetrachloroethylene.
  - c. Rinse the cleaned area by repeating the rubbing process with the clean portion of the cloth dampened with the cleaning solvent.
2. Clean fabric items with a solution of hand dishwashing compound.
  - a. Gently brush with a soft bristle brush.
  - b. Spot-clean with a solution of dishwashing compound.
  - c. Dissolve one-half cup of dishwashing compound in 1 gallon of warm water.
  - d. Rub the soiled area with a clean cloth dampened with the solution of dishwashing compound.
  - e. Rinse the cleaned area by repeating rubbing process with a clean portion of the cloth dampened with the dishwashing compound.
3. Rinse parachute assembly immersed in salt water.
  - a. Place the parachute assembly in a large watertight container filled with a suitable amount of fresh, clean water to cover the assembly.
  - b. Agitate the container contents by hand for five minutes.
  - c. Repeat the procedures in steps 1 through 3 twice, using fresh, clean water for each rinse.
  - d. Perform a technical rigger-type inspection of the parachute assembly when dried. Corroded metal components or corrosion-stained fabrics or suspension lines will be repaired or replaced.
4. Rinse parachute assembly immersed in fresh water.

NOTE: Any parachute, or its components, that has been immersed in a freshwater lake, river, or stream will not require rinsing unless it has been ascertained that the water is dirty, oily, or otherwise contaminated.

5. Dry fabric items.
  - a. Suspend or elevate the item in a well-ventilated room or in a heated drying room.
  - b. Use electric circulating fans to reduce drying time.

NOTE: When heat is used, the heat temperature shall not exceed 160 degrees Fahrenheit (71 degrees Celsius). The preferred temperature is 140 degrees Fahrenheit (60 degrees Celsius).

6. Clean metal items.
  - a. Remove burrs, rough spots, rust, or corrosion from metal items by filing with a metal file or by buffing.
  - b. Remove all oils and filings by brushing and dipping in tetrachloroethylene. Allow to dry.
  - c. Spray metal items with a solid film lubricant, and allow to air-dry for 24 hours.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier during the cleaning there exists a possibility that the substance to be removed contains acid or some other equally destructive ingredient. The item will be evacuated to an intermediate maintenance activity for determination as to the nature of the substance and item disposition.

**Performance Measures**

	<u>GO</u>	<u>NO GO</u>
1. Cleaned fabric items with cleaning solvent.	—	—
2. Cleaned fabric items with a solution of hand diswashing compound.	—	—
3. Rinsed parachute assembly immersed in salt water.	—	—
4. Rinsed parachute assembly immersed in fresh water.	—	—
5. Dried fabric items.	—	—
6. Cleaned metal items.	—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier score NO-GO, show what was done wrong and how to do it correctly.

**Perform Recovery Procedures for Cargo Parachutes and Related Airdrop Equipment**  
**101-512-1411**

**Conditions:** Given G-11A and G-12D cargo parachutes, deployment bags, cord, and TM 10-500-7.

**Standards:** Assist in the recovery of G-11A or G-12D cargo parachutes and related airdrop equipment. Complete all performance measures without error.

**Performance Steps**

1. Ensure recovery is done by the following priority. Ensure that recovered cargo parachutes and airdrop rigging equipment are evacuated to a designated area.
  - a. Cargo parachutes.
  - b. Airdrop containers.
  - c. Airdrop platforms.
  - d. Related airdrop rigging equipment.
2. Recover and prepare G-11 series cargo parachute for evacuation.
  - a. Recover the deployment bag, and remove any items that may still be attached.
  - b. Spread the parachute out on the ground in a triangular form.

NOTE: If the parachute has a centerline, the centerline must be removed from the large clevis.

  - c. Fold the bottom outside corner over onto the canopy.
  - d. Fold the sides until the canopy is completely folded lengthwise.
  - e. Remove any turns, tangles, and twists from the risers and suspension lines.
  - f. Remove the release assembly, and make sure the riser extensions are removed.
  - g. S-fold the canopy into the deployment bag.
  - h. Daisy-chain the risers and suspension lines, and S-fold them into the deployment bag.
  - i. Close the deployment bag, and tie it with any available cord.
3. Perform recovery procedures for the G-12 series cargo parachute.
  - a. Recover the deployment bag.
  - b. S-fold the canopy into the deployment bag in the same manner as the G-11 cargo parachute.

NOTE: If the parachute has a centerline, the centerline must be removed from the large clevis.

  - c. Close the deployment bag, and tie it with any available cord.
4. Recover the cargo pilot parachute and cargo extraction parachute.
5. Perform recovery procedures for the light cargo parachute.
  - a. Place the canopy lengthwise on the ground, and straighten the lines and risers into the deployment bag.
  - b. Place the apex in the right hand, and place the left hand on the canopy approximately 18 inches below the apex.
  - c. S-fold the canopy, the suspension lines, and the risers into the deployment bag.
  - d. Secure the deployment bag with available cord.
6. Recover load components and related equipment.
  - a. Separate suspension slings, webbing, and tie-down straps for evacuation to a dry area.
  - b. Separate wood components such as lumber, wood blocks, plywood (the storage platform, for example), and the combat-expendable platform which consists of all of the above.
  - c. Recover cargo platforms for evacuation by size and type.
  - d. Dispose of the honeycomb accordingly.
  - e. Recover release assemblies.
  - f. Recover all release assemblies, riser extensions, and components.
  - g. Make sure that the release assemblies are packaged for evacuation.
  - h. Ensure all components of airdrop containers are recovered.
    - (1) Fold and place all loose components in the center of the container.
    - (2) Fold the container, and secure with any available material.

**Performance Steps**

7. Derig an airdrop platform load.
  - a. Remove the release from the suspension slings on platform suspended load.
  - b. Remove the suspension slings from item suspended loads.
  - c. Remove the tie-down group.
  - d. Remove the load from the platform.
8. Derig airdrop containers.
  - a. Disconnect the cargo parachutes.
  - b. Unpack the airdrop container.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier. An assistant must also be available.

Brief soldier: Tell the soldier to assist in the recovery of G-11A or G-12D cargo parachutes and related airdrop equipment. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present.

<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
1. Ensured recovery is done by priority.	—	—
2. Recovered and prepared G-11 series cargo parachute for evacuation.	—	—
3. Performed recovery procedures for the G-12 series cargo parachute.	—	—
4. Recovered the cargo pilot parachute and cargo extraction parachute.	—	—
5. Performed recovery procedures for the light cargo parachute.	—	—
6. Recovered load components and related equipment.	—	—
7. Performed the Derig of airdrop platform load.	—	—
8. Performed the Derig of airdrop containers.	—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**Temporarily Store Parachutes and Related Airdrop Equipment**  
**101-512-1412**

**Conditions:** Given parachutes, webbing, slings, clevises, releases, coupler connector lines, dunnage, canvas, TM 10-500-7, and AR 750-1.

**Standards:** Perform all performance measures without error to help temporarily store parachutes and related airdrop equipment.

**Performance Steps**

1. Place parachutes, webbing, slings, and hardware in a dry area.
  - a. Relocate air items to a permanent building, heated if possible, or a tent with a wooden floor.
  - b. Store parachute in a dry, well-ventilated location and protected from pilferage, dampness, fire, dirt, insects, and rodents.
2. Place parachutes, webbing, and slings out of direct sunlight and in a central assembly area. Store the items in stacks, and separate them by type.
3. Separate releases and couplers by size and type, and place them in boxes.
4. Separate platforms by size and type, and place them on dunnage.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier. An assistant must also be available.

Brief soldier: Tell the soldier to assist in the temporary storage of parachutes and related airdrop equipment. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present.

**Performance Measures**

	<u>GO</u>	<u>NO GO</u>
1. Placed parachutes, webbing, slings, and hardware in a dry area.	—	—
2. Placed parachutes, webbing, and slings out of direct sunlight and in a central assembly area. Store the items in stacks, and separate them by type.	—	—
3. Separated releases and couplers by size and type, and place them in boxes.	—	—
4. Separated platforms by size and type, and place them on dunnage.	—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**

**Required**  
AR 750-1

**Related**  
TM 10-1670-208-20&P

**Determine the Condition of Airdrop Equipment**  
**101-512-1500**

**Conditions:** Given TM 10-1670 series; pen; airdrop equipment; a clean, level surface; DD Form 1574; DD Form 1575; DD Form 1576; DD Form 1577; DD Form 1577-2; and DA Form 2407.

**Standards:** Perform all performance measures without error and in sequence.

**Performance Steps**

1. Perform a technical rigger-type inspection of airdrop items.
  - a. Place the items in their proper layout.
  - b. Make sure the assembly is complete.
  - c. Check to see if the parts align and operate adequately.
  - d. Inspect each assembly and its associated parts for correct marking and painting.
  - e. Inspect the assembly and components for dirt and foreign material.
  - f. Inspect metal, wood, plastic, and fabric parts for serviceability.
2. Select the applicable tag.
  - a. Select DD Form 1574 to identify serviceable materiel.
  - b. Select DD Form 1575 to identify suspended materiel.
  - c. Select DD Form 1576 to identify materiel which needs to be tested or modified.
  - d. Select DD Form 1577 to identify condemned materiel.
  - e. Select DD Form 1577-2 to identify reparable materiel.
3. Make required entries on the applicable tag.
  - a. Enter the national stock number, part number, and item description.
  - b. Enter the serial number and the lot number (if applicable).
  - c. Enter the unit of issue.
  - d. Enter the quantity.
  - e. Enter the unit activity designator.
  - f. Enter the condition code (if at depot overhaul) and the storage activity.
  - g. Stamp, sign, and date the tag.
4. Attach the tags to airdrop items.
  - a. Attach a single condition code tag to assemblies, kits, and sets.
  - b. Attach an individual tag to items when they are physically separated from their component, assembly, kit, or set.
5. Complete DA Form 2407, if required.
  - a. Make entries in Section I.
  - b. Make entries in Section II.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to determine the condition of airdrop equipment. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present.

<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
1. Performed a technical rigger-type inspection of airdrop items.	—	—
2. Selected the applicable tag.	—	—
3. Performed required entries on the applicable tag.	—	—
4. Attached the tags to airdrop items.	—	—

**Performance Measures**

**GO**    **NO GO**

5. Completed DA Form 2407, if required.

\_\_\_\_\_

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier score NO-GO, show what was done wrong and how to do it correctly.

**References**  
**Required**

**Related**  
DA PAMPHLET 738-750



## **Rigger-Roll Personnel Parachutes**

**101-512-1501**

**Conditions:** Given personnel parachutes, set of packing tables, apex hook and tension plate, suitable cord or webbing, and rigger knife.

**Standards:** Perform all performance measures without error and in sequence within 15 minutes.

### **Performance Steps**

1. Place the parachute in proper layout with partial tension applied.
  - a. Lay the canopy assembly lengthwise on the packing table, and attach the canopy to the packing table apex hook.
  - b. Remove any inversions, turns, tangles, or twists.
  - c. Attach the connector lines to the tension plate, and apply enough tension to keep the canopy on the table.
2. Roll the individual gore groups. (See Figure 3-45)
  - a. Grasp the right and left suspension line groups. Use a fast, circular motion to flip each of the two gore groups up and to the center radial seam.
  - b. Tighten each gore group roll by hand, bringing both rolled groups together at the center radial seam.
  - c. Release tension, and disconnect the canopy vent from the vent attaching device.
  - d. Fold the canopy vent down between the rolled gore groups to a point within 18 inches of the canopy skirt lower edge.
3. Roll the canopy and suspension lines. (See Figure 3-45)
  - a. Begin at the folded upper end of the canopy. Roll the canopy tightly toward the canopy skirt. Ensure the width of the rolled canopy does not exceed the width of the applicable parachute pack tray.
  - b. Continue rolling the canopy toward the lower end of the suspension lines and risers when you reach the canopy skirt. Ensure the lines and risers remain near the center of the roll.
  - c. Disconnect the suspension lines and risers from the attaching device. Place the rolled canopy assembly on top of the pack tray.
4. Secure the rolled canopy assembly within the pack tray by using the straps or webbing of the pack or a length of suitable cord. (See Figure 3-45)

Performance Steps

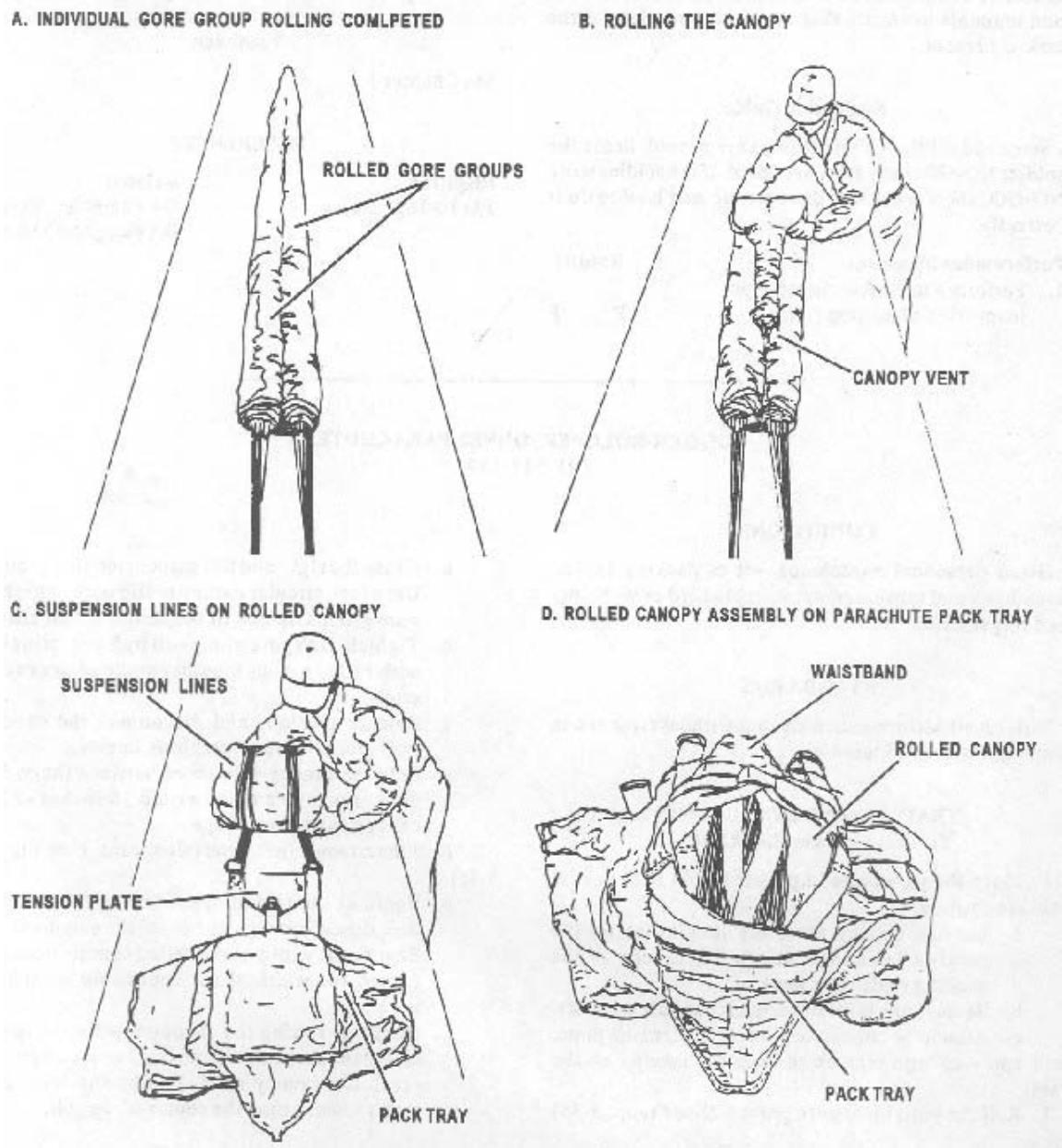


Figure 3-45 Parachute canopy assembly rigger-rolled

**Evaluation Preparation:** Setup: Gather the items provided in the Conditions statement.

Brief soldier: Tell the soldier personnel parachute assemblies will be rigger-rolled before being sent to or returned from a parachute repair. This will prevent suspension line entanglement.

<b>Performance Measures</b>	<u><b>GO</b></u>	<u><b>NO GO</b></u>
1. Placed the parachute in proper layout with partial tension applied.	—	—
2. Performed the Roll of the individual gore groups.	—	—

**Performance Measures**

3. Performed the Roll of the canopy and suspension lines.

GO

NO GO

—

—

4. Secured the rolled canopy assembly within the pack tray by using the straps or webbing of the pack or a length of suitable cord.

—

—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier score NO-GO, show what was done wrong and how to do it correctly.

**Test a Static Line Snap Assembly****101-512-1509**

**Conditions:** Given TM 10-1670 series, static line snap assembly, materiel condition tag, safety wire, type III nylon cord, steel wire, pliers, and a pen.

**Standards:** Perform all performance measures without error and in sequence within 10 minutes.

**Performance Steps**

1. Operate the slide and locking button to ensure proper operation.
  - a. Depress the locking button below the surface of the sliding guard.
  - b. Check to see that the guard slides free on the hook.
  - c. Check to see that the locking button snaps back when the guard is moved to the locking position.
  - d. Make sure the button retains proper spring tension.
2. Select the appropriate materiel condition tag and remove the snap assembly from service, if necessary.
  - a. Determine the condition of the airdrop equipment.
  - b. Attach the tag and remove the defective snap assembly from service, if necessary.
3. Insert the safety wire into the safety wire hole to ensure proper fit.
  - a. Make sure the safety wire fits into the safety wire hole.
  - b. Replace the safety wire that does not fit into the safety wire hole.
4. Fabricate safety wire, if needed.
  - a. Cut a 5-inch length of steel wire (QQ-W-423).
  - b. Remove the core cords from the 20-inch length of type III nylon cord. Tie an overhand knot in each end of the cord and sear the ends. (See Figure 3-46)
  - c. Secure the cord to the safety wire and the static line snap hook as shown in the TM 10-1670 series.

**Performance Steps**

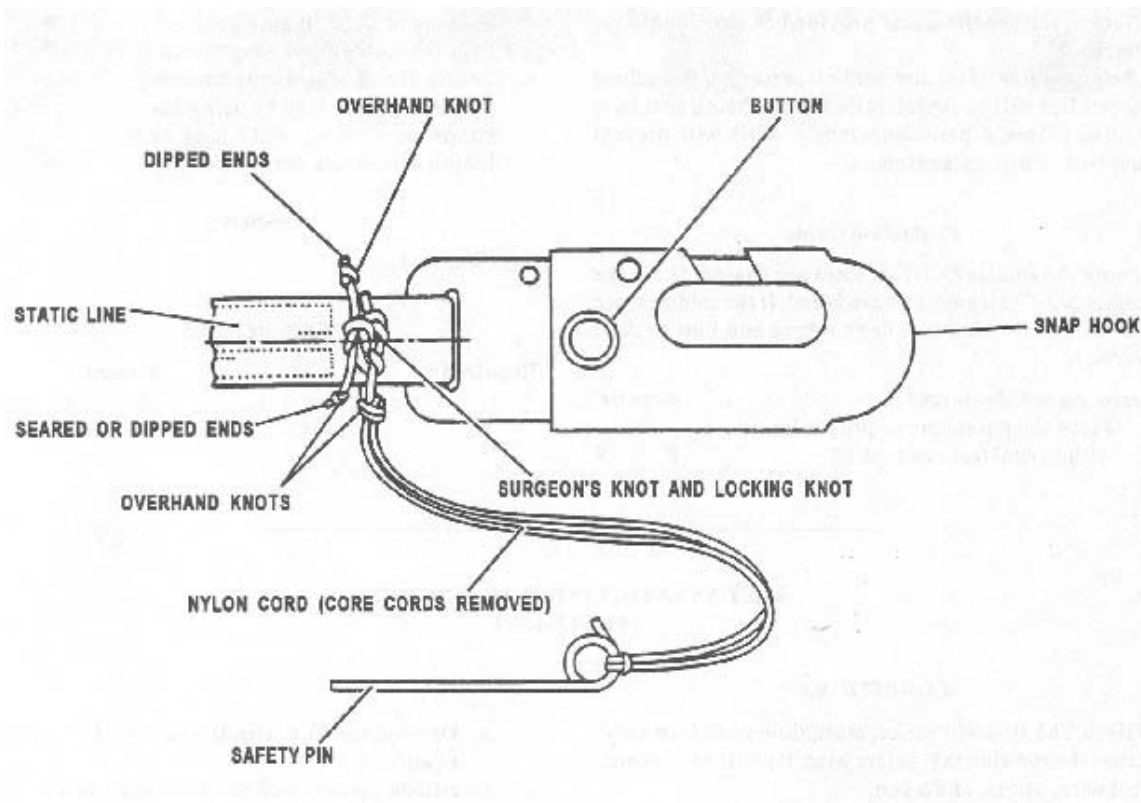


Figure 3-46  
Static line safety pin

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to test the static line snap assembly. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present.

**Performance Measures**

	<u>GO</u>	<u>NO GO</u>
1. Operated the slide and locking button to ensured proper operation.	—	—
2. Selected the appropriate materiel condition tag, and removed the snap assembly from service, if necessary.	—	—
3. Inserted the safety wire into the safety wire hole to ensure proper fit.	—	—
4. Fabricated safety wire, if needed.	—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier score NO-GO, show what was done wrong and how to do it correctly.

**Conduct Preventive Maintenance Checks and Services on an Airdrop Platform**  
**101-512-1514**

**Conditions:** Given TM 10-1670-268-20&P, an assembled type V platform, stiff bristle brush, dishwashing detergent, water, clean cloth, crocus cloth, materials-handling equipment, screwdriver, and ruler.

**Standards:** Perform the preventive maintenance checks and services on a type V platform. All defects discovered during inspection, together with the corrective action taken, will be recorded on appropriate forms at the earliest possible opportunity.

**Performance Steps**

1. Perform type of inspection required for the platform.
  - a. Routine inspection: Perform a routine inspection before and after operation.
  - b. Technical rigger-type inspection: Perform a technical rigger-type inspection before rigging and before and after maintenance.

2. Observe preventive maintenance WARNINGS and CAUTION.

WARNING Never walk or crawl beneath raised platforms. WARNING Use extreme care when lifting or handling platforms. The type V platform weighs approximately 100 pounds per foot of length. WARNING Use proper equipment for lifting and supporting platforms. CAUTION Use care not to damage the side rail notches when turning the platform over.

3. Clean the platform before performing the organizational preventive maintenance checks and services.
  - a. Remove debris with a dry stiff bristle brush.
  - b. Remove dirt and grease with a soap solution composed of 1/2 cup of dishwashing detergent per gallon of water. Wipe dry with a clean cloth.
  - c. Remove corrosion with a crocus cloth.
4. Perform preventive maintenance checks and services. (See Figures 3-47 and 3-48)
  - a. Check the clevis assembly for bends, cracks, burrs, corrosion, foreign material, grease, dirt, defective or missing bolts, stripped threads, missing spacers, and missing nuts.
  - b. Check the extraction bracket assembly to see that the lug is present and moves freely. Check to be sure that bolts, washers, and nuts are present and that bolts are tight. Check for cracks.
  - c. Check the EFTA brackets, inside and outside, for bends, breaks, or cracks. Check for rust. Check to ensure bolts are tight and threads are not stripped, broken, or bent.
  - d. Check the tandem links to see that bolts are tight and are not stripped, bent, burred, cracked, or corroded. Check to be sure all spacers are present.
  - e. Check the nose bumper for a bent, buckled, or cracked bumper. Check for punctured surfaces and for a bent or broken flange. Make certain that the nose bumper is correctly fastened to the first main panel of the platform.
  - f. Check the side rails of the platform to see that they are not bent, broken, cracked, burred, or corroded. Inspect for a bent or broken flange. Check to see that bolts are tight and are not stripped, bent, burred, cracked, or corroded and that no more than one bolt per panel is missing. No two adjacent missing bolts are allowed.
  - g. Inspect the roller pads for breaks, cracks, or corrosion. Check to be sure each pad is correctly fastened (one bolt per panel may be missing) with no torn edges protruding downward. Be sure the pad is not bowed to the extent of forcing the airdrop platform to bow or twist. Make certain that there are no punctures or torn areas larger than 2 inches in diameter.

**Performance Steps**

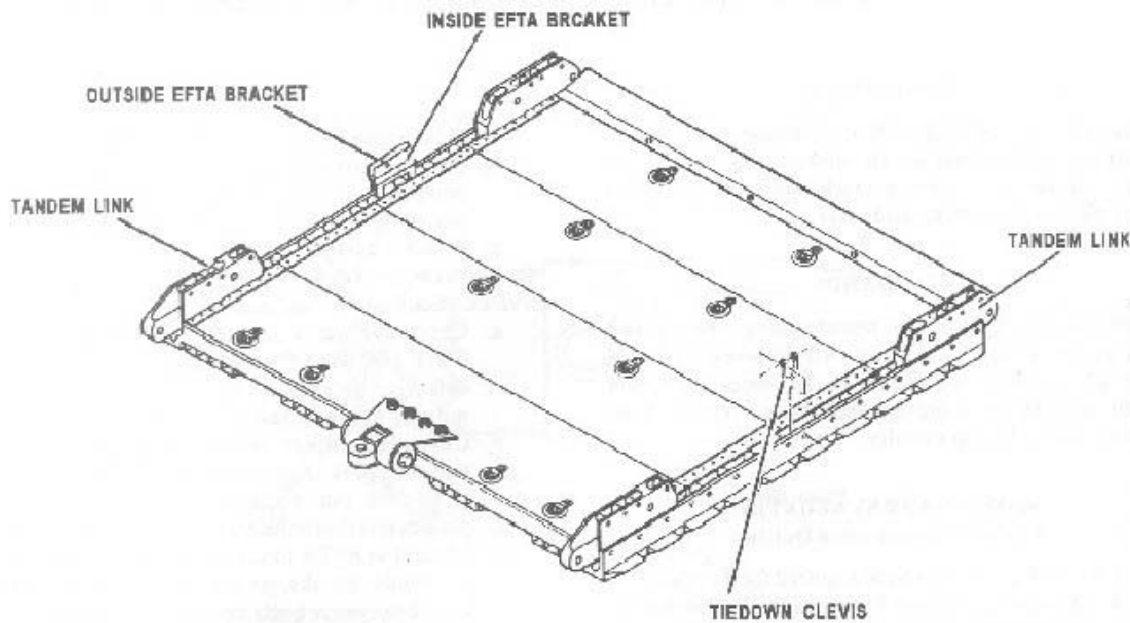


Figure 3-47  
Minor components of the type V airdrop platform

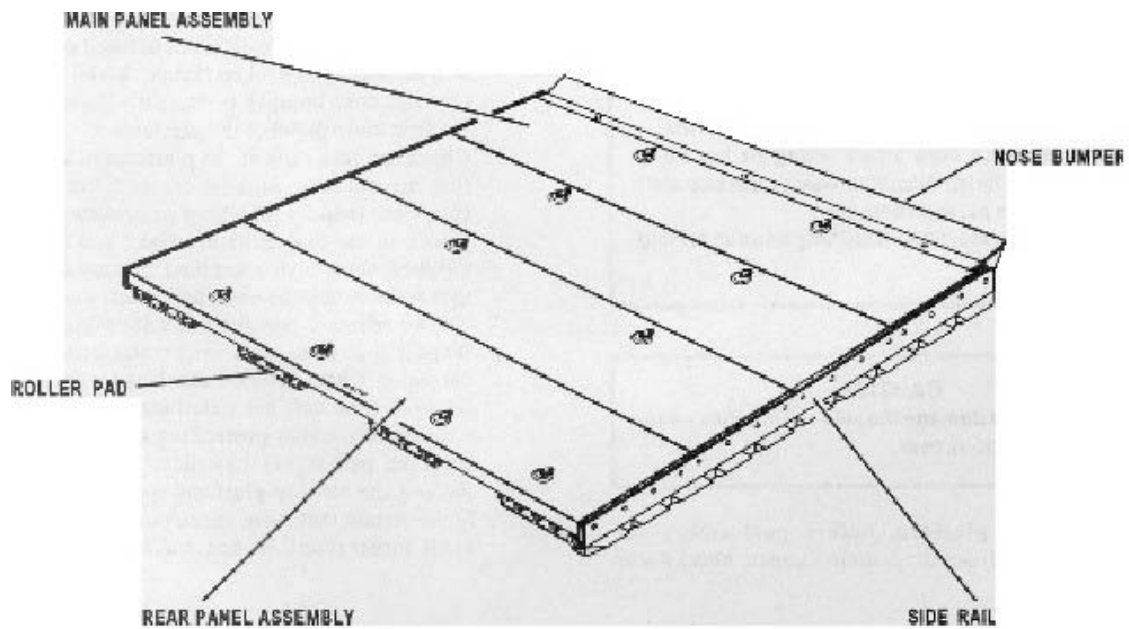


Figure 3-48  
Major components of the type V airdrop platform

- h. Inspect the rear panel assembly for bent, burred, or corroded tie-down rings. Make certain the panel is not bowed more than 1 inch along the 103-inch line or more than 1/16 inch along the 24-inch line. Make certain the panel does not have punctured or torn areas larger than 6 inches in diameter. Check for damaged or missing floating nuts.

**Performance Steps**

- i. Inspect the main panel assembly for bent, burred, or corroded tie-down rings. Make certain the panel is not bowed more than 1 inch along the 103-inch line or more than 1/16 inch along the 24-inch line. Make certain the panel does not have punctured or torn areas larger than 6 inches in diameter. Check for damaged or missing floating nuts.
- j. Check bushings, nuts, bolts, and washers to see that all bolts are tight and are not stripped, bent, broken, corroded, or missing. Tighten loose bolts and replace defective or missing items.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier the type V airdrop platform must be inspected at prescribed intervals to determine serviceability. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present.

<b>Performance Measures</b>	<u><b>GO</b></u>	<u><b>NO GO</b></u>
1. Performed type of inspection required for the platform.	_____	_____
2. Observed preventive maintenance WARNINGS and CAUTION.	_____	_____
3. Cleaned the platform before performing the organizational preventive maintenance checks and services.	_____	_____
4. Performed preventive maintenance checks and services.	_____	_____

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier score NO-GO, show what was done wrong and how to do it correctly.

**References**

<b>Required</b>	<b>Related</b>
TM 10-1670-268-20&P	



## Assemble an Airdrop Platform

101-512-1515

**Conditions:** Given TM 10-1670-268-20&P, two 8-foot side rails, three main panels, one rear panel, four roller pads, one nose bumper, bushings, bolts, washers, safety goggles, 3/4-inch wrench, 9/16-inch socket wrench, tie-down rings, aligning tool, suspension slings, and clevis assemblies.

**Standards:** Perform all performance measures without error and in sequence within one hour. Perform task without causing harm to self, other personnel, environment, or equipment.

### Performance Steps

1. Inspect the platform assembly components.
2. Place supporting material used to support the platform at a convenient height on a flat surface.
3. Ensure that the platform is assembled upside down and from front to rear.
4. Position the first main panel on the supporting material.
  - a. Ensure the main panel is facing downward on the supporting material with the leading edge overhanging the supporting material by approximately 9 inches.
  - b. Examine the tongue and groove of the main panel to determine which edge of the panel is the leading edge. The leading edge is distinguished by its narrow tongue and three holes close to the leading edge.
5. Attach the nose bumper. (See Figure 3-49)
  - a. Align the nose bumper to the first main panel assembly and insert it.
  - b. Start turning the bolts into the nuts, two or three turns, by hand before using any wrench.
6. Position the second panel.
  - a. Place the second panel on the supporting material with tie-down rings facing downward.
  - b. Align the leading edge of the second panel next to the trailing edge of the first main panel.
  - c. Be sure to interlock the mating tongue and groove of the first and second panels.
7. Add panels as required.
  - a. Place the third and fourth panels on the supporting material with the tie-down rings facing downward.
  - b. Align the leading edge of the third panel next to the trailing edge of the second main panel.
  - c. Be sure to interlock the mating tongue and groove of the second and third panels.
  - d. Install a rear panel as the last panel with four holes along the center of the trailing edge of the rear panel.
8. Install two 8-foot roller pads (referred to as outboard roller pads).
  - a. Position one on each edge; nose skid end forward.
  - b. Align the holes on the roller pads with the holes along the leading edge of the first main panel and the trailing edge of the rear panel using an aligning tool to align the holes.
  - c. Install bolts with washers on the inboard side only of the outboard roller pads and tighten the bolts two or three turns by hand.

## Performance Steps

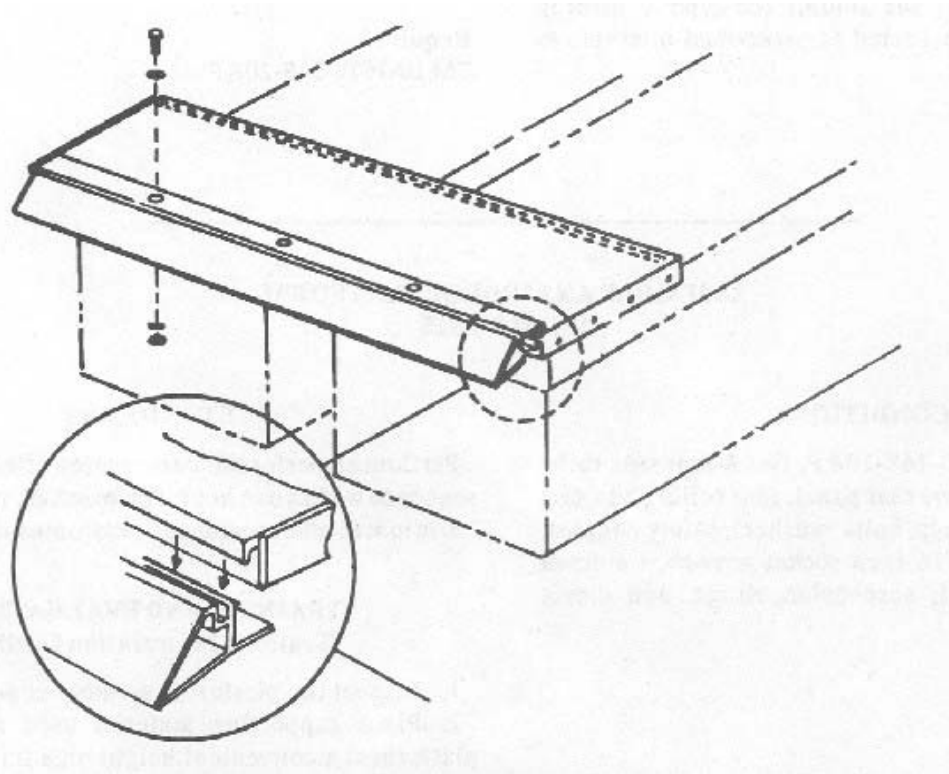


Figure 3-49  
Tongue and groove interlock, nose bumper, and main panel

9. Install two 8-foot roller pads (referred to as inboard roller pads). (See Figure 3-50)
  - a. Position inboard roller pads.
  - b. Align the holes of the roller pads with the panel assemblies using an aligning tool to align the holes.
  - c. Install all bolts with washers on both sides of each pad; tightening the bolts two or three turns by hand.
10. Position an 8-foot side rail along each side of the platform. (See Figure 3-51)
  - a. Make sure the rails are overlapping the outboard roller pads.
  - b. Align the holes of the side rails and the roller pads with the panel assemblies using an aligning tool to align the holes.
  - c. Install bolts with washers through the side rails and roller pads; tightening the bolts two or three turns by hand.
11. Fully tighten all bolts installed on the two inboard roller pads using a 9/16-inch wrench.
12. Tighten all bolts installed on the two outboard roller pads.
  - a. Tighten the bolts of the outboard roller pads to within one-quarter inch of the top of the flat washer at this time using a 9/16-inch wrench.
  - b. Do not fully tighten these bolts at this time.
13. Install side rail bushings and bolts with washers.
  - a. Position a bushing, bolt, and washer for all the holes in the side rails.
  - b. Position the bushings by inserting them from the ends of each side rail and sliding them to each hole location.

**Performance Steps**

- c. Fit the bushings between the side rails and panel ends with the flat portion against the lip of the side rail and the lip of the panel ends.
- d. Install the bolt with washer through the side rails and bushings. (Bolts should be left finger tight until all bushings and bolts are in place)

**BOLT INSTALLATION SEQUENCE:**  
1ST- ALL INBOARD ROLLER PAD BOLTS  
2ND- BOLTS ON INSIDE OF OUTBOARD ROLLER PAD  
3RD- BOLTS ON OUTSIDE OF OUTBOARD ROLLER PAD

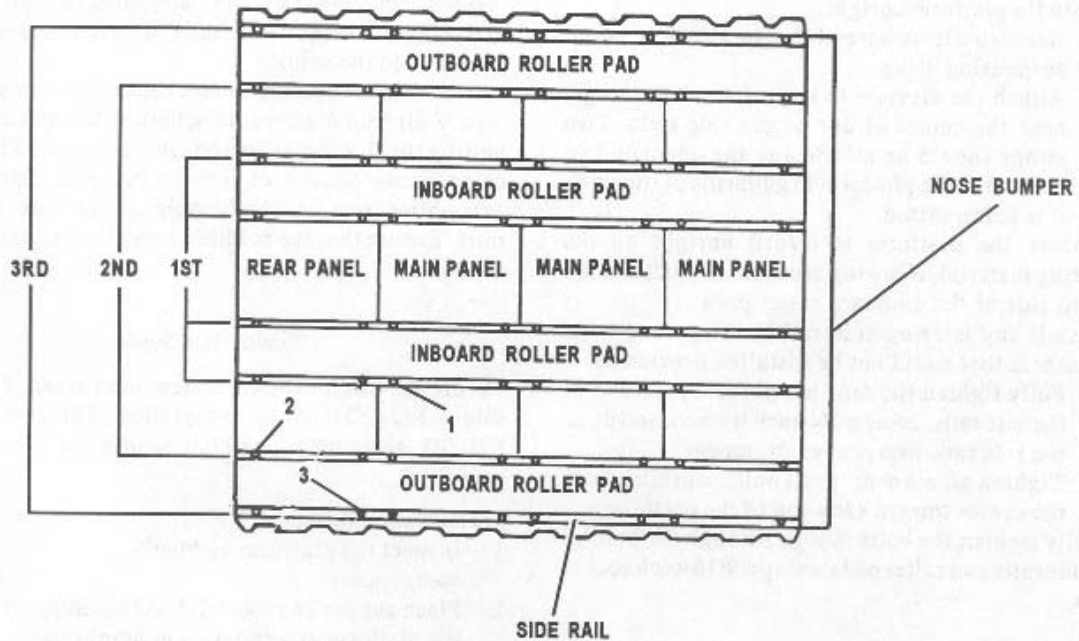


Figure 3-50  
Roller pad installation sequence

## Performance Steps

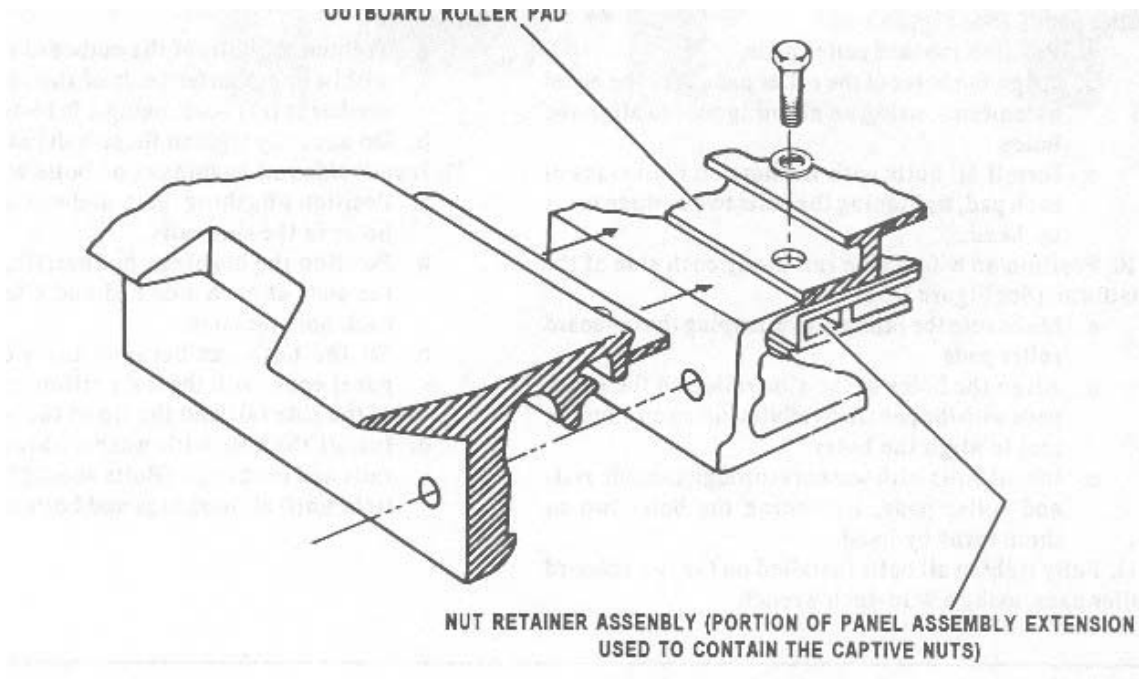


Figure 3-51  
Side rail assembled to outboard roller pad

14. Turn the platform upright.
  - a. Use two clevis assemblies to attach a 3-foot suspension sling.
  - b. Attach the clevises to two adjacent bushings near the center of one of the side rails. Two straps should be attached to the opposite two corners of the platform to guide the platform as it is being raised.
15. Ensure the platform is turned upright on the supporting material allowing access to the bolts on the outboard side of the outboard roller pads.
16. Install any missing side rail bushings and bolts with washers that could not be installed previously.
  - a. Fully tighten the fourth bolt from each end of the side rails, using a 3/4-inch wrench, and draw the side rails into proper alignment.
  - b. Tighten all other side rail bolts working from the center toward each end of the platform.
17. Fully tighten the bolts that go through the bottom of the side rails and roller pads using a 9/16-inch socket wrench.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier the basic assembly of the type V airdrop platform is achieved by systematically bolting the five major components together. The major components consist of a nose bumper, main panel assemblies, rear panel assembly, roller pads, and side rails. Ensure that the soldier knows that an assistant is available.

## Performance Measures

1. Inspected the platform assembly components.

**GO**    **NO GO**

—        —

<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
2. Placed supporting material used to support the platform at a convenient height on a flat surface.	—	—
3. Ensured that the platform is assembled upside down and from front to rear.	—	—
4. Positioned the first main panel on the supporting material.	—	—
5. Attached the nose bumper.	—	—
6. Positioned the second panel.	—	—
7. Added panels as required.	—	—
8. Installed two 8-foot roller pads (referred to as outboard roller pads).	—	—
9. Installed two 8-foot roller pads (referred to as inboard roller pads).	—	—
10. Positioned an 8-foot side rail along each side of the platform.	—	—
11. Performed fully tighten all bolts installed on the two inboard roller pads, using a 9/16-inch wrench.	—	—
12. Performed tighten all bolts installed on the two outboard roller pads.	—	—
13. Installed side rail bushings and bolts with washers.	—	—
14. Turned the platform upright.	—	—
15. Ensured the platform is turned upright on the supporting material, allowing access to the bolts on the outboard side of the outboard roller pads.	—	—
16. Installed any missing side rail bushings and bolts with washers that could not be installed previously.	—	—
17. Performed fully tighten the bolts that go through the bottom of the side rails and roller pads, using a 9/16-inch socket wrench.	—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier score NO-GO, show what was done wrong and how to do it correctly.

**References**

**Required**

TM 10-1670-268-20&P

**Related**

## Subject Area 7: Repair Procedures

**Repair a Fibrous Cord Suspension Line With Core Thread Using a Zigzag Sewing Machine  
101-512-1502**

**Conditions:** Given TM 10-1670-280-23&P, zigzag sewing machine, type III nylon cord, marking aid, shears, pen, size E nylon thread, repair table, parachute assembly, wax pot, measuring device, DA Form 2404, and DA Form 3912.

**Standards:** Perform the repair on a fibrous cord suspension line with cord thread using a zigzag sewing machine. Complete all performance measures without error and in sequence within 30 minutes.

**Performance Steps**

1. Perform operator maintenance on the sewing machine.
    - a. Inspect the machine for damaged, broken, or missing parts. Make sure the components are mounted securely.
    - b. Make certain that the presser bar lifter lifts, locks, and unlocks the presser foot.
    - c. Adjust the stitch regulator for the proper stitch length.
    - d. Inspect the drive belt for fraying, wear, deterioration, and improper tension.
    - e. Oil the machine parts.
    - f. Observe the machine for noise or vibrations, and make necessary adjustments during operation.
  2. Enter discrepancies on DA Form 2404.
    - a. Record the applicable information in blocks 1 through 10.
    - b. Record item number, status, deficiencies, shortcomings, and corrective actions; initial the CORRECTED column when corrective actions are completed.
  3. Prepare the machine for operation.
    - a. Plug the machine into the correct current outlet.
    - b. Check the bobbin for thread; rewind it, if necessary.
    - c. Check the needle for correct size, and ensure that it is installed correctly.
    - d. Thread the machine and needle.
    - e. Lift about 3 inches of bobbin thread above the throat plate.
  4. Test sew with the machine.
    - a. Place the material in position under the needle.
    - b. Lower the presser foot to hold the material in place.
    - c. Turn the balance wheel by hand until the needle is in the material.
    - d. Start the motor, and let the machine reach operating speed.
    - e. Press the starting treadle slowly to engage the clutch; begin sewing. Be sure to hold the two running ends of the thread toward the rear of the machine.
    - f. Check the stitch formation.
  5. Splice a suspension line or vent line.
- NOTE: A suspension line or vent line may be spliced one time. (See Figure 3-52)
- a. Cut a length of type III nylon cord long enough to extend 3 inches beyond each side of damaged area. Sear and wax each end of cord 1/2 inch.
  - b. Center cord length over damaged area.
  - c. Use a medium-duty zigzag sewing machine and size E nylon thread.
  - d. Secure splice by stitching a 1/8-inch wide row of stitching full length.
  - e. Extend stitching 1/2-inch beyond each end. (See Figure 3-55) Stitching will be 7 to 11 stitches per inch.

## Performance Steps

6. Replace a suspension line when a suspension line portion of a canopy line is damaged beyond the limitations for splicing.
  - a. Place the canopy assembly in proper layout on a suitable work surface, and trace the affected suspension line from the point of attachment at the lower lateral band to the respective connector link assembly.
  - b. Cut the stitching securing the V-tab and original suspension line together.
  - c. Remove the original suspension line by cutting the line length at the applicable connector link assembly and at the lower edge of the lower lateral band.
  - d. Cut a length of type III nylon cord 36 inches longer than the length of the original suspension line.
  - e. Secure the cord end to the connector link with two half hitches, leaving a 6-inch long tie-free end.
  - f. Trace the replacement line length and an adjacent suspension line from the connector link assembly to the canopy skirt, and allow both lines to settle under equal tension.
  - g. Mark the replacement line at the point of intersection with the lower edge of the lower lateral band using a suitable marking aid.

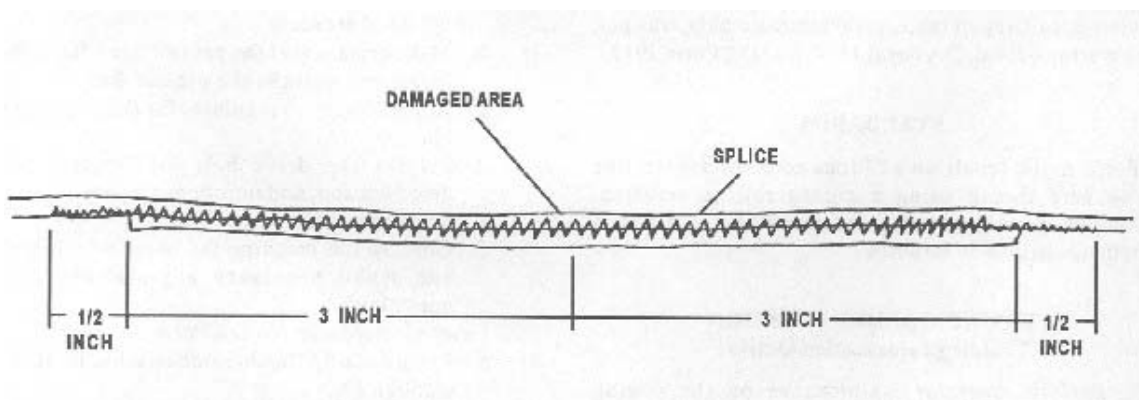


Figure 3-52  
Canopy line splicing details

- h. Cut the replacement line length, and wax the cut end at a point 6 inches above the mark.
- i. Pass the waxed line end up through the original attaching V-tab, and temporarily secure the line end to the V-tab with a bow knot.
- j. Remove one end of the applicable pocket band by cutting the stitching securing the pocket band end to the lower lateral band.
- k. Remove one end of the applicable reefing ring retainer by cutting the stitching securing the retainer end to the lower lateral band.
- l. Cut a 7-inch length of 9/16-inch wide, type I nylon webbing and wax each end by 1/4 inch.
- m. Place the 7-inch webbing lengthwise on the original radial seam on the canopy inside, then align the lower end of the webbing length with the lower edge of the V-tab.
- n. Align the mark made in 6g with the lower edge of the lower lateral band, and secure the line end and 7-inch webbing length to the canopy skirt with temporary tacking or pushpins.
- o. Secure the upper end of the replacement suspension line to the V-tab and original radial seam. Do this by making a 3/16-inch-wide row of double-throw zigzag stitching from a point 1/4-inch below the V-tab to a point 1/4-inch beyond the end of the replacement line when working on the outside of the canopy skirt.
- p. Secure the 7-inch webbing length and original line loose end to the radial seam. Do this by making a 6-inch long row of 3/16-inch wide double-throw zigzag stitching beginning at the lower edge of the lower lateral band outside.

**Performance Steps**

- q. Secure the tie-free end to the replacement line body. Do this by stitching a 2-inch long row of 3/16-inch wide double-throw zigzag stitching toward the connector link assembly, working at the point of attachment to the connector link assembly. Begin at a point 2 inches above the half hitches made in 6e. Finish the stitch formation as close as possible to the securing knots, and trim the remaining tie-free end to 1/4 inch.
- 7. Inspect the completed work.
  - a. Place the parachute on the repair table.
  - b. Check the repaired area for thread breaks, frays, incorrect stitch formation, and proper line tension.
- 8. Make entries on DA Form 3912.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to repair a fibrous cord suspension line with cord thread using a zigzag sewing machine. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present.

<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
1. Performed operator maintenance on the sewing machine.	—	—
2. Entered discrepancies on DA Form 2404.	—	—
3. Prepared the machine for operation.	—	—
4. Tested sew with the machine.	—	—
5. Spliced a suspension line or vent line.	—	—
6. Replaced a suspension line when a suspension line portion of a canopy line is damaged beyond the limitations for splicing.	—	—
7. Inspected the completed work.	—	—
8. Performed entries on DA Form 3912.	—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**

<p><b>Required</b> TM 10-1670-280-23&amp;P</p>	<p><b>Related</b></p>
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**Apply a Basic Sewn Patch to Personnel Parachute Canopy Using a Light-Duty Sewing Machine**  
**101-512-1503**

**Conditions:** Given TM 10-1670-271-23&P, TM 10-1670-272-23&P, TM DGSC-3530-134, parachute canopy, new patch material, light-duty sewing machine, repair table, thread, pushpins, tacking needle, pen, shears, chalk, measuring device, marking aid, oil, DA Form 2404, and DA Form 3912.

**Standards:** Perform all performance measures without error and in sequence within 30 minutes. Apply a basic sewn patch to a personnel parachute canopy.

**Performance Steps**

NOTE: Refer to TM 10-1670-271-23&P and TM 10-1670-272-23&P for performance measures 1 through 7 and 13 and to TM-DGSC-3530-134 for performance measures 8 through 12.

1. Place the canopy on the repair table.
  - a. Invert the canopy, and place it on the repair table.
  - b. Locate the damaged area, and smooth it out.
  - c. Secure the damaged area to the repair table with pushpins.
2. Mark the area to be patched.
  - a. Mark a square or rectangle around the area to be patched with an authorized marking aid of a contrasting color.
  - b. Make sure that one side of the marked square or rectangle is parallel to the warp or filling of the fabric.
3. Cut and prepare the damaged area for foldback.
  - a. Cut the damaged fabric along the lines made in performance measure 2.
  - b. Cut the fabric diagonally at each corner to allow a 1/2-inch foldback of the raw edges.
4. Make a foldback, and finish preparing the damaged area.
  - a. Fold back 1/2 inch on each raw edge.
  - b. Pin and baste each foldback.
  - c. Remove the pins after basting the foldback.
5. Mark and cut the patch to be placed on the prepared hole.
  - a. Mark a patch 2 1/2 inches wider and longer than the inside measurements of the prepared hole.
  - b. Cut the marked patch material along the warp or filling of the fabric.
6. Center the patch material over the prepared hole, and pin the patch material in place.
  - a. Center the patch material over the prepared hole; make sure the warp or filling matches the warp or filling of the material being patched.
  - b. Pin the prepared patch in place with pushpins.
7. Make a fold under the patch, and baste the patch to the prepared hole.
  - a. Fold under 1/2 inch on each edge of the patch material, using pushpins to hold the material in place.
  - b. Baste the patch to the prepared area; remove the pins.
8. Perform operator maintenance on the sewing machine.
  - a. Inspect the machine for damaged, broken, or missing parts. Make sure the components are mounted securely.
  - b. Make certain that the presser bar lifter lifts, locks, and unlocks the presser foot.
  - c. Adjust the stitch regulator for the proper stitch length.
  - d. Inspect the drive belt for fraying, wear, deterioration, and improper tension.
  - e. Oil the machine parts.
  - f. Observe the machine for noise or vibrations, and make necessary adjustments during operation.

**Performance Steps**

9. Enter discrepancies on DA Form 2404.
  - a. Record the applicable information in blocks 1 through 10.
  - b. Record the item number, status, deficiencies, shortcomings, and corrective actions; initial the CORRECTED column when corrective actions are completed.
10. Prepare the machine for operation.
  - a. Plug the machine into the correct current outlet.
  - b. Check the bobbin for thread; rewind it, if necessary.
  - c. Check the needle for proper size, and ensure that it is installed correctly.
  - d. Thread the machine and needle.
  - e. Lift about 3 inches of bobbin thread above the throat plate.
11. Test sew with the machine.
  - a. Place the material in position under the needle.
  - b. Lower the presser foot to hold the material in place.
  - c. Turn the balance wheel by hand until the needle is in the material.
  - d. Start the motor, and let the machine reach operating speed.
  - e. Press the starting treadle slowly to engage the clutch; begin sewing. Be sure to hold the two running ends of thread toward the rear of the machine.
  - f. Check the stitch formation.
12. Sew the patch with the machine.
  - a. Place the prepared patch under the needle and the presser foot.
  - b. Sew a row of stitches around the patch 1/16 inch from the edge, and overlap the stitches 2 inches.
  - c. Turn the item over, sew a second row of stitches 1/16 inch from the inside edges, and overlap the stitches 2 inches.
13. Inspect the completed work.
  - a. Place the parachute on the repair table.
  - b. Check the repaired area for thread breaks, incorrect stitch formation, and holes. Remove basting thread.
14. Make entries on DA Form 3912.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to apply a basic sewn patch to a personnel parachute canopy using the light-duty sewing machine. Perform task without causing harm to self, other personnel, or equipment.

**Performance Measures**

NOTE: Refer to TM 10-1670-271-23&P and TM 10-1670-272-23&P for performance measures 1 through 7 and 13 and to TM-DGSC-3530-134 for performance measures 8 through 12.

	<u>GO</u>	<u>NO GO</u>
1. Placed the canopy on the repair table.	_____	_____
2. Marked the area to be patched.	_____	_____
3. Performed the Cut and prepared the damaged area for foldback.	_____	_____
4. Performed the making of a foldback, and finished preparing the damaged area.	_____	_____
5. Marked and cut the patch to be placed on the prepared hole.	_____	_____
6. Centered the patch material over the prepared hole, and pin the patch material in place.	_____	_____

**Performance Measures**

	<u>GO</u>	<u>NO GO</u>
7. Performed the making of a fold under the patch, and baste the patch to the prepared hole.	—	—
8. Performed operator maintenance on the sewing machine.	—	—
9. Entered discrepancies on DA Form 2404.	—	—
10. Prepared the machine for operation.	—	—
11. Tested sew with the machine.	—	—
12. Sewed the patch with the machine.	—	—
13. Inspected the completed work.	—	—
14. Performed entries on DA Form 3912.	—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**

**Required**

- TM 10-1670-271-23&P
- TM 10-1670-272-23&P

**Related**

## Apply a Parachute Mending Cloth Patch to a Cargo Parachute Canopy

**101-512-1504**

**Conditions:** Given a damaged canopy; firm, smooth surface of appropriate size; shears; chalk; packing paddle; pen; parachute mending cloth patch; measuring device; DA Form 3912; and TM 10-1670 series.

**Standards:** Perform all performance measures without error and in sequence within 30 minutes. Apply a parachute mending cloth patch to a cargo parachute canopy.

### Performance Steps

1. Lay out the canopy with the damaged area exposed.
  - a. Remove inversion, turns, tangles, and twists from the canopy.
  - b. Locate the damaged area, and smooth it out.
2. Place an appropriate size board or a firm, smooth, hard-finish, rigid material under the damaged area.
3. Trim the ragged, frayed, or severely burned area of the canopy to provide a smooth area for patch application.
4. Mark a square, triangle, or rectangle, as applicable, around the damaged area using an authorized marking aid of contrasting color.
5. Measure and cut the mending cloth.
  - a. Ensure that the age life of the mending cloth is not over three years.
  - b. Cut the patch out of the mending cloth, allowing for the correct overlap. Be sure to round off the corners of the patches to a 1-inch radius.
  - c. Prepare the patch in duplicate to allow for application on the inside and the outside of the canopy.
6. Remove the paper backing from the patches by forming a crease, scoring the paper with a fingernail, and peeling the paper from the adhesive coating.
7. Apply the mending cloth patch to the outside of the canopy. Make sure the canopy material next to the damaged area is smooth.
8. Apply pressure, and smooth the patch onto the canopy with the edge of a packing paddle or a roller.
9. Apply the other patch to the inside of the canopy in the same way.
10. Apply pressure, and smooth the patch on.
11. Inspect the completed work.
  - a. Check for ragged or frayed edges.
  - b. Make sure the patches adhere to the canopy.
12. Make entries on DA Form 3912.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to apply a parachute mending cloth patch to a cargo parachute canopy. Perform task without causing harm to self, other personnel, or equipment.

### Performance Measures

1. Layed out the canopy with the damaged area exposed.

**GO**    **NO GO**

\_\_\_\_\_

<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
2. Placed an appropriate size board or a firm, smooth, hard-finish, rigid material under the damaged area.	—	—
3. Performed trimming of the ragged, frayed, or severely burned area of the canopy to provide a smooth area for patch application.	—	—
4. Marked a square, triangle, or rectangle, as applicable, around the damaged area using an authorized marking aid of contrasting color.	—	—
5. Measured and cut the mending cloth.	—	—
6. Removed the paper backing from the patches by forming a crease, scoring the paper with a fingernail, and peeling the paper from the adhesive coating.	—	—
7. Applied the mending cloth patch to the outside of the canopy. Ensured the canopy material next to the damaged area is smooth.	—	—
8. Applied pressure, and smooth the patch onto the canopy with the edge of a packing paddle or a roller.	—	—
9. Applied the other patch to the inside of the canopy in the same way.	—	—
10. Applied pressure, and smooth the patch on.	—	—
11. Inspected the completed work.	—	—
12. Performed entries on DA Form 3912.	—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**Replace a Parachute Canopy Gore Section Using a Light-Duty Sewing Machine**  
**101-512-1505**

**Conditions:** Given a basting needle, size A nylon thread, size E nylon thread, ticket number 16 or 24 cotton thread, pushpins, light-duty sewing machine, oil, shears, replacement material, repair table, a measuring device, DA Form 2404, DA Form 3912, TM 10-1670-271-23&P, TM 10-1670-272-23&P, and TM DGSC-3530-134.

**Standards:** Perform all performance measures without error and in sequence within one hour. Replace the gore section in a personnel parachute.

**Performance Steps**

NOTE: Refer to TM 10-1670-271-23&P and TM 10-1670-272-23&P for performance measures 1 through 11 and 20 and to TM DGSC-3530-134 for performance measures 12 through 19.

1. Place the parachute on the repair table. Invert the canopy, and locate the damaged section.
2. Remove any item that may interfere with the section replacement by cutting the stitching that secures the item to the canopy, and lay it aside.
3. Smooth area around damaged section.
  - a. Ensure that radial and diagonal seams are straight.
  - b. Place pins through radial and diagonal seams as far above and below damaged sections as necessary.
4. Cut out the damaged section of fabric 1/2 inch from all seams except at lower lateral band, where section can be cut out flush with lateral band.
5. Cut the remainder of the fabric diagonally at each corner to allow the raw edges to be folded back.
6. Fold back raw edges of trimmed seams 1/2 inch, and baste to seam with size A nylon thread or ticket number 24.4 cotton thread.
7. Position a piece of appropriate nylon parachute cloth for new section.
  - a. Cut a serviceable piece of material the appropriate size. Use as many salvaged edges of the cloth as possible, and leave at least 3 inches of extra fabric on each raw edge.
  - b. Position the material over the prepared area with the warp and filling aligned with the warp and filling of the original section material.
8. Fold the selvaged edges.
  - a. Turn under edges along diagonal seams 1/2 inch so that turned edges are aligned with outside edges of diagonal seams.
  - b. Turn under edges along radial seam so folded edges are aligned with center of radial seams.
  - c. Measure 1 inch from the outside edge of the radial seam as a guide, and cut off excess material.
  - d. Turn under edges along radial seam so folded edge is aligned with outside edge of radial seam.
9. Baste the replacement section to the canopy.
  - a. Baste the replacement section to the personnel and small cargo parachutes by using a basting needle and a single strand of size A nylon thread or ticket number 24 cotton thread.
  - b. Baste the replacement section to the large cargo parachutes by using a basting needle and a single strand of ticket number 16 cotton thread.
10. Perform operator maintenance on the sewing machine.
  - a. Inspect the machine for damaged, broken, or missing parts. Make sure the components are mounted securely.
  - b. Make certain the presser bar lifter lifts, locks, and unlocks the presser foot.

**Performance Steps**

- c. Adjust the feed regulator for the proper stitch length.
  - d. Inspect the drive belt for fraying, wear, deterioration, and improper tension.
  - e. Oil the machine parts.
  - f. Observe the machine for noise or vibrations, and make necessary adjustments during operation.
11. Enter discrepancies on DA Form 2404.
    - a. Record the applicable information in blocks 1 through 10.
    - b. Record discrepancies, shortcomings, and corrective actions; initial the CORRECTED column when corrective actions are completed.
  12. Prepare the machine for operation.
    - a. Plug the machine into the correct current outlet.
    - b. Check the bobbin for thread; rewind it, if necessary.
    - c. Check the needle for correct size, and ensure that it is installed correctly.
    - d. Thread the machine and needle.
    - e. Lift about 3 inches of bobbin thread above the throat plate.
  13. Test sew with the machine.
    - a. Place the material in position under the needle.
    - b. Lower the presser foot to hold the material in place.
    - c. Turn the balance wheel by hand until the needle is in the material.
    - d. Start the motor, and let the machine reach operating speed.
    - e. Press the starting treadle slowly to engage the clutch; begin sewing. Be sure to hold the two running ends of thread toward the rear of the machine.
    - f. Check the stitch formation.
  14. Sew the replacement section to the inside of the canopy.
    - a. Place the section to be sewn under the needle, and lower the presser foot.
    - b. Start the motor, and let the machine reach operating speed.
    - c. Sew from the inside center of the radial seam, completely around the replacement section, and back to the starting point, overlapping the stitching 2 inches.
  15. Trim the raw edges on the outside of the canopy. Turn the canopy right side out, and trim the raw edges of the section material 1/2 inch from the stitching.
  16. Sew the prepared area on the outside of the canopy. Stitch completely around the prepared area using the proper stitching pattern.
  17. Reposition and sew all items removed before the section was replaced.
    - a. Reposition the items in the original location.
    - b. Reattach each item to the canopy by restitching according to construction details.
  18. Inspect the completed work.
    - a. Place the repaired canopy on the repair table.
    - b. Check the repaired area for thread breaks, incorrect stitch formation, and holes. Remove the basting.
  19. Make entries on DA Form 3912.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to replace a parachute canopy gore section using a light-duty sewing machine. Replacement of a gore section is accomplished at the intermediate (DS) maintenance level in accordance with the maintenance allocation chart.

**Performance Measures**

**GO**    **NO GO**

NOTE: Refer to TM 10-1670-271-23&P and TM 10-1670-272-23&P for performance measures 1 through 11 and 20 and to TM DGSC-3530-134 for performance measures 12 through 19.

1. Placed the parachute on the repair table. Inverted the canopy, and located the damaged section.	_____	_____
2. Removed any item that may interfere with the section replacement by cutting the stitching that secures the item to the canopy, and lay it aside.	_____	_____
3. Smoothed area around damaged section.	_____	_____
4. Performed the cut out of damaged section of fabric 1/2 inch from all seams except at lower lateral band, where section can be cut out flush with lateral band.	_____	_____
5. Performed Cutting the remainder of the fabric diagonally at each corner to allow the raw edges to be folded back.	_____	_____
6. Folded back raw edges of trimmed seams 1/2-inch and baste to seam with size A nylon thread or ticket number 24.4 cotton thread.	_____	_____
7. Positioned a piece of appropriate nylon parachute cloth for new section.	_____	_____
8. Folded the selvaged edges.	_____	_____
9. Basted the replacement section to the canopy.	_____	_____
10. Performed operator maintenance on the sewing machine.	_____	_____
11. Entered discrepancies on DA Form 2404.	_____	_____
12. Prepared the machine for operation.	_____	_____
13. Tested sew with the machine.	_____	_____
14. Sewed the replacement section to the inside of the canopy	_____	_____
15. Trimmed the raw edges on the outside of the canopy. Turn the canopy right side out, and trim the raw edges of the section material 1/2 inch from the stitching.	_____	_____
16. Sewed the prepared area on the outside of the canopy. Stitch completely around the prepared area using the proper stitching pattern.	_____	_____
17. Repositioned and sew all items removed before the section was replaced.	_____	_____
18. Inspected the completed work.	_____	_____
19. Performed entries on DA Form 3912.	_____	_____

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**

**Required**

TM 10-1670-271-23&P  
 TM 10-1670-272-23&P

**Related**



## Perform an Air Delivery Sling Splice

101-512-1506

**Conditions:** Given a heavy-duty or very heavy-duty sewing machine, material to be repaired, waxed ticket number 5 cotton thread, nylon thread, type X nylon webbing, type XII nylon webbing, shears, marking aid, pen, repair table, and TM 10-1670-240-20.

**Standards:** Perform all performance measures without error and in sequence within one hour. Perform task without causing harm to self, other personnel, environment, or equipment.

### Performance Steps

1. Inspect the sling to ensure the damage does not exceed limitation.
  - a. Perform splicing on the webbing loops of all slings, except the 3-foot sling.
  - b. Ensure the damaged area does not exceed 6 inches in length.
  - c. Ensure that no more than two splices per loop are permitted on the 8-, 9-, 11-, and 12-foot slings. Three splices per loop are permitted on the 16- and 20-foot slings.
2. Remove buffer temporarily, if necessary.
  - a. Cut the tacking which secures the buffer at each end, and remove the buffer temporarily if an inside loop is damaged within 6 inches of the loop end that is being spliced,
  - b. Adjust the inside loop so the splice will not be within 6 inches of the sling loop end.
  - c. Ensure the splice is not centered under the keeper loops.
3. Prepare the damaged area by searing the edges of the damaged area.
4. Cut and prepare the splice material and reinforcement material.
  - a. Cut a length of type X nylon webbing for splicing material that will extend 5 inches beyond each end of the damaged area, and sear both ends.
  - b. Cut two pieces of the type XII nylon webbing of sufficient length to wrap around the sling webbing and splice material ends, allowing a 1 1/2-inch overlap. Sear the ends.
5. Position and center the splice material over the damaged area. Position the reinforcement material around the sling loop webbing, and splice material at each end of the splice area. (See Figure 3-53)
6. Sew a four-point, WW stitch formation the full length of the splice material webbing and splice reinforcement webbing. (See Figure 3-53)
7. Replace the buffers, if they were removed, using one turn double of ticket number 5 cotton thread waxed.
8. Inspect the completed work.

**Performance Steps**

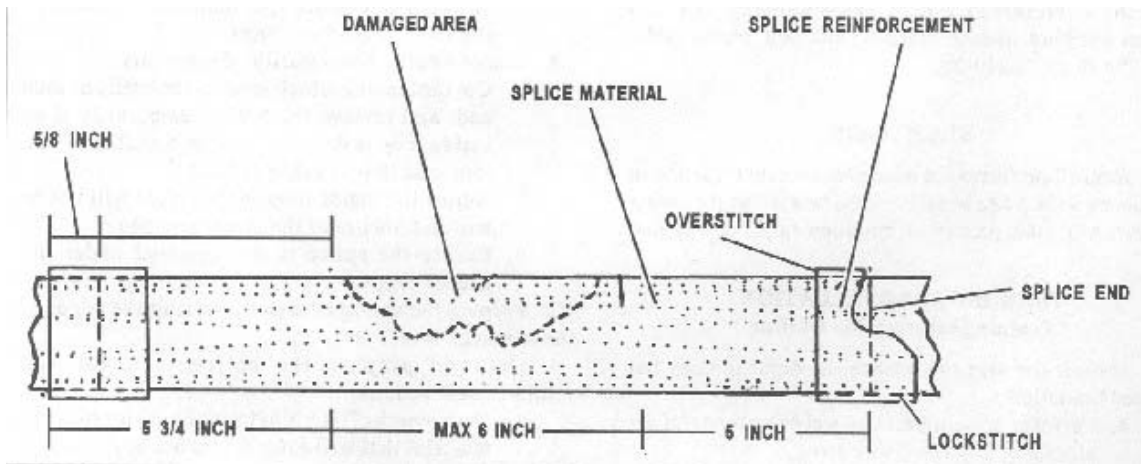


Figure 3-53  
Air delivery sling splice

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to splice a 9-foot aerial delivery cargo sling. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present.

**Performance Measures**

	<u>GO</u>	<u>NO GO</u>
1. Inspected the sling to ensure the damage does not exceed limitation.	—	—
2. Removed buffer temporarily, if necessary.	—	—
3. Prepared the damaged area by searing the edges of the damaged area.	—	—
4. Performed cutting and prepared the splice material and reinforcement material.	—	—
5. Positioned and centered the splice material over the damaged area. Positioned the reinforcement material around the sling loop webbing and splice material at each end of the splice area.	—	—
6. Sewed a four-point, WW stitch formation the full length of the splice material webbing and splice reinforcement webbing.	—	—
7. Replaced the buffers, if they were removed, using one turn double of ticket number 5 cotton thread waxed.	—	—
8. Inspected the completed work.	—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**

**Required**

TM 10-1670-296-20&P

**Related**

## **Splice a Severed Support Web on an A-22 Aerial Delivery Cargo Bag Sling Using a Heavy-Duty Sewing Machine**

**101-512-1507**

**Conditions:** Given a severed web on an A-22 aerial delivery cargo sling, heavy-duty sewing machine, replacement webbing (type XV cotton or type VII nylon webbing), thread marking aid, repair table, A-22 aerial delivery cargo bag, DA Form 2404, TM 10-1670-240-20, and TM 10-3530-202-10.

**Standards:** Perform all performance measures without error and in sequence within 30 minutes. Perform task without causing harm to self or equipment.

### **Performance Steps**

NOTE: Refer to TM 10-1670-240-20 for performance measures 1 and 2 and to TM 10-3530-202-10 for performance measures 3 through 8.

1. Cut and remove the severed portion of the webbings at the two nearest lateral straps.
2. Cut the appropriate length of type VII nylon webbing, and sear or wax the webbing ends.
  - a. Cut the webbing long enough to extend 6 inches beyond each lateral strap.
  - b. Wax or sear the webbing ends.
3. Perform operator maintenance on the sewing machine.
  - a. Inspect the sewing machine for damaged, broken, or missing parts. Make sure the components are mounted securely.
  - b. Make certain that the presser bar lifter lifts, locks, and unlocks the presser foot.
  - c. Adjust the feed regulator for the proper stitch length.
  - d. Inspect the drive belt for fraying, unusual wear, deterioration, and a 1/4-inch deflection between pulleys.
  - e. Oil the machine parts.
4. Enter discrepancies on DA Form 2404.
  - a. Record the applicable information in blocks 1 through 10.
  - b. Record item number, status, deficiencies, shortcomings, and corrective action; initial the CORRECTED column when corrective actions are completed.
5. Prepare the sewing machine for operation.
  - a. Plug the machine into the correct current outlet.
  - b. Check the bobbin for thread; rewind it, if necessary.
  - c. Check the needle for proper size, and ensure that it is installed correctly.
  - d. Thread the machine and needle.
  - e. Lift about 3 inches of bobbin thread above the throat plate.
6. Test sew with the machine.
  - a. Place the material in position under the needle.
  - b. Lower the presser foot to hold the material in place.
  - c. Turn the balance wheel by hand until the needle is in the material.
  - d. Start the motor, and let the machine reach operating speed.
  - e. Press the starting treadle slowly to engage the clutch; begin sewing. Be sure to hold the two running ends of the threads toward the rear of the machine.
  - f. Check the stitch formation.
7. Sew the splice material in place.
  - a. Center the splice material over the damaged area; stitch with a 6-inch, three-point WW stitch formation at each end of the splice material.
  - b. Overstitch the ends of the splice with one stitch.
  - c. Sew two rows of straight stitching 1/4 inch in from the edge of the splice between the stitch formations on the ends of the splice material.

**Performance Steps**

- 8. Inspect the completed work.
  - a. Place the support web on a repair table.
  - b. Check the repaired area for thread breaks, holes, and incorrect stitch formation.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to splice a severed web on an A-22 aerial delivery cargo bag sling using a heavy-duty sewing machine. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present.

<b>Performance Measures</b>	<u><b>GO</b></u>	<u><b>NO GO</b></u>
NOTE: Refer to TM 10-1670-240-20 for performance measures 1 and 2 and to TM 10-3530-202-10 for performance measures 3 through 8.		
1. Performed cutting and removed the severed portion of the webbings at the two nearest lateral straps.	_____	_____
2. Performed cutting the appropriate length of type VII nylon webbing, and sear or wax the webbing ends.	_____	_____
3. Performed operator maintenance on the sewing machine.	_____	_____
4. Entered discrepancies on DA Form 2404.	_____	_____
5. Prepared the sewing machine for operation.	_____	_____
6. Tested sew with the machine.	_____	_____
7. Sewed the splice material in place.	_____	_____
8. Inspected the completed work.	_____	_____

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**

**Required**  
TM 10-1670-296-20&P

**Related**

## Service a Quick-Release Assembly

101-512-1508

**Conditions:** Given a quick-release assembly, repair table, screwdriver, metal file, crocus cloth, tetrachloroethylene, bristle brush, soft cloth, grease (MIL-G-23827), marking aid, vise, and TM 10-1670-201-23.

**Standards:** Perform all performance measures without error and in sequence within 30 minutes. Perform task without causing harm to self, other personnel, environment, or equipment.

### Performance Steps

1. Disassemble the quick-release assembly.
  - a. Turn the operating button one-quarter turn counterclockwise to the locked position.
  - b. Position the quick-release assembly on the repair table.
  - c. Remove the screws from the baseplate.
  - d. Remove the baseplate.
  - e. Remove the components from the quick-release assembly body.
2. Inspect the assembly for serviceability.
  - a. Inspect the assembly for completeness.
  - b. Inspect the assembly for foreign material.
3. Clean the assembly.
  - a. Remove burrs, rough spots, rust, or corrosion by filing or buffing them.
  - b. Place all parts in a container of tetrachloroethylene.
  - c. Rinse and brush immersed parts until they are cleaned thoroughly.
  - d. Dry each part with a soft cloth.
4. Lubricate the assembly.
  - a. Obtain a container of aircraft and instrument grease (MIL-G-23827) or its equivalent.
  - b. Apply a light coating of grease to the operating plunger, the three locking plungers, the four plunger springs, the locking pin, and the locking pin spring.
5. Reassemble the quick-release assembly.
  - a. Replace all quick-release components in the quick-release assembly body.
  - b. Replace the baseplate.
  - c. Replace the screws in the baseplate.
6. Inspect and test the quick-release assembly.
  - a. Inspect the assembly to make sure it is complete.
  - b. Inspect the assembly for correct operation.
  - c. Inspect the assembly to make sure the markings are correct.
  - d. Install a safety clip in the quick-release assembly. Rotate the release operating button to the unlocked position.
  - e. Attach the harness lugs to the quick-release assembly.
  - f. Place the quick-release assembly in a 3- to 4-inch vise, and tighten the vise to a snug fit.
  - g. Perform the pull test on each of the four harness straps.
  - h. Mark the head of the release adjusting screw.
  - i. Remove the quick-release assembly from the vise.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to service a quick-release assembly. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present.

<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
1. Disassembled the quick-release assembly.	—	—
2. Inspected the assembly for serviceability.	—	—
3. Cleaned the assembly.	—	—
4. Lubricated the assembly.	—	—
5. Reassembled the quick-release assembly.	—	—
6. Inspected and tested the quick-release assembly.	—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**

**Required**  
TM 10-1670-201-23

**Related**

## Replace an Unserviceable Grommet on a 24-Foot Chest Parachute

101-512-1510

**Conditions:** Given a 24-foot chest parachute, fabric cutter, punch and die, diagonal nippers, mallet, replacement grommet, medium-duty sewing machine, thread, repair table, shears, and TM 10-1670-269-23&P.

**Standards:** Perform all performance measures without error and in sequence within 30 minutes. Perform task without causing harm to self or equipment.

### Performance Steps

1. Inspect the equipment and locate the unserviceable grommet.
  - a. Place the assembly on a repair table or other suitable surface.
  - b. Perform a technical rigger-type inspection.
2. Replace unserviceable grommet using the hand-held method.
  - a. Using a suitable tool, lift edge of original washer at one point.
  - b. Grip lifted washer edge with lineman pliers and roll washer edge back to lift washer from original grommet. Remove original grommet from material.
  - c. Insert barrel of replacement grommet through accommodating hole in material and ensure grommet flange is located on same side of material as original grommet.
  - d. Position grommet on die with barrel facing up. Position material over grommet barrel and place the washer over grommet barrel.

**NOTE:** When installing a flat grommet by the hand-held method, ensure the grommet barrel and washer are aligned to preclude off-center setting of the grommet.

- e. Using a punch and rawhide mallet or other nonsteel impact device, spread grommet barrel by hammering until barrel collar is rolled down smooth on washer. If grommet barrel splits during hammering process, remove and replace damaged grommet with a serviceable item from stock, repeating procedures in steps 2d and this step.
  - f. Check setting of grommet. If grommet can be turned by hand, repeat step 2e until grommet is firmly seated.
3. Repair unserviceable grommet using the hand-operated press.
  - a. Install appropriate chuck or die in hand-operated press and secure locking screws with hex wrench or screwdriver.
  - b. Insert barrel or replacement grommet through hole in material. Ensure grommet flange is on same side of material as original grommet.
  - c. Position grommet on die in press with barrel facing up and place replacement washer over barrel.
  - d. Depress handle or foot pedal, spreading grommet barrel until collar is rolled down smoothly on washer.
  - e. Check grommet for firm seating. If grommet can be turned by hand, repeat step 3d until a firm seat is achieved.
4. Inspect the completed work.
  - a. Check the setting of the grommet.
  - b. Make sure that the grommet cannot be turned by hand.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

**Brief soldier:** Tell the soldier to replace an unserviceable grommet on a 24-foot chest parachute. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present.

**Performance Measures**

	<u>GO</u>	<u>NO GO</u>
1. Inspected the equipment, and located the unserviceable grommet.	—	—
2. Replaced unserviceable grommet using the hand-held method.	—	—
3. Repaired unserviceable grommet using the hand-operated press.	—	—
4. Inspected the completed work.	—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**

**Required**  
TM 10-1670-269-23&P

**Related**



**Apply a Basic Sewn Patch to an Aerial Delivery Cargo Bag Cover Using a Medium-Duty Sewing Machine**

**101-512-1511**

**Conditions:** Given an aerial delivery cargo bag cover, medium-duty sewing machine, size A nylon thread or ticket number 24 cotton thread, shears, marking aid, patch material, repair table, pushpins, cargo bag cover, ruler, oil, DA Form 2404, TM 10-1670-201-23, and TM DGSC-3530-136.

**Standards:** You must complete all performance measures without error and in sequence within 30 minutes to apply a basic sewn patch to an aerial delivery cargo bag cover using a medium-duty sewing machine. Perform task without causing harm to self, other personnel, or equipment.

**Performance Steps**

1. Place the cargo bag cover on the repair table.
  - a. Place the damaged area of the cargo bag cover on the repair table.
  - b. Smooth the area around the damaged area.
  - c. Pin the cover to the table.
2. Mark the area to be patched.
  - a. Mark a square or rectangle around the area to be patched.
  - b. Make sure that one side of the marked square or rectangle is parallel to the warp or filling of the fabric.
3. Cut and prepare the damaged area for foldback.
  - a. Cut the damaged fabric along the lines marked in performance measure 2.
  - b. Cut the fabric diagonally at each corner to allow 1/2-inch foldback of the raw edges.
4. Make the foldback and finish preparing the damaged area.
  - a. Fold back 1/2 inch of material on each raw edge.
  - b. Pin and baste each foldback.
  - c. Remove the pins after basting the foldback.
5. Mark and cut the patch.
  - a. Use the same type of material used in the original construction and mark a patch 2 1/2 inches longer and wider than the inside measurements of the prepared hole.
  - b. Cut the marked patch material along the warp or filling of the fabric.
6. Center the patch material over the hole and pin the patch material in place.
  - a. Center the patch material over the hole. Make sure the warp and filling match the warp and filling of the material being patched.
  - b. Pin the patch in place.
7. Make a fold under the patch, and baste the patch to the prepared area.
  - a. Fold under 1/2 inch of material on each edge of the patch material. Use pins to hold the material in place.
  - b. Baste the patch to the area and remove the pins.
8. Perform operator maintenance on the sewing machine.
  - a. Inspect the machine for damaged, broken, or missing parts. Make sure the components are mounted securely.
  - b. Make certain that the presser bar lifter lifts, locks, and unlocks the presser foot.
  - c. Adjust the feed regulator for the proper stitch length.
  - d. Inspect the drive belt for fraying, wear, deterioration, and incorrect tension.
  - e. Oil the machine parts.
  - f. Observe the machine for noise or vibrations and make necessary adjustments during operation.

**Performance Steps**

9. Enter discrepancies on DA Form 2404.
  - a. Record the applicable information in blocks 1 through 10.
  - b. Record the item number, status, deficiencies, shortcomings, and corrective actions; initial the CORRECTED column when corrective actions are completed.
10. Prepare the machine for operation.
  - a. Plug the machine into the correct current outlet.
  - b. Check the bobbin for thread; rewind it, if necessary.
  - c. Check the needle for correct size and ensure that it is installed correctly.
  - d. Thread the machine and needle.
  - e. Lift about 3 inches of bobbin thread above the throat plate.
11. Test sew with the machine.
  - a. Place the material in position under the needle.
  - b. Lower the presser foot to hold the material in place.
  - c. Turn the balance wheel by hand until the needle is in the material.
  - d. Start the motor and let the machine reach operating speed.
  - e. Press the starting treadle slowly to engage the clutch; begin sewing. Be sure to hold the two running ends of the thread toward the rear of the machine.
  - f. Check the stitch formation.
12. Sew the patch with the machine.
  - a. Remove the pushpins securing the item to the repair table and secure the patch by stitching.
  - b. Make the first row of stitching around the outside edge of the patch, 1/16 inch from the edge. Finish with a 1/2-inch lock stitch.
  - c. Turn the item over. Make a second row of stitching 1/16 inch from the outside edge of the patch. Finish with a 1/2-inch lock stitch.
13. Inspect the completed work.
  - a. Place the aerial delivery cargo bag cover on the repair table.
  - b. Check repaired area for thread breaks, incorrect stitch formation, or holes.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to apply a basic sewn patch to an aerial delivery cargo bag cover using a medium-duty sewing machine. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present.

<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
1. Placed the cargo bag cover on the repair table.	—	—
2. Marked the area to be patched.	—	—
3. Performed cutting and prepared the damaged area for foldback.	—	—
4. Performed making of the foldback, and finished preparing the damaged area.	—	—
5. Performed marking and cutting of the patch.	—	—
6. Centered the patch material over the hole, and pin the patch material in place.	—	—
7. Performed making a fold under the patch, and baste the patch to the prepared area.	—	—
8. Performed operator maintenance on the sewing machine.	—	—

**Performance Measures**

- 9. Entered discrepancies on DA Form 2404.
- 10. Prepared the machine for operation.
- 11. Tested the sew with the machine.
- 12. Sewed the patch with the machine.
- 13. Inspected the completed work.

<u>GO</u>	<u>NO GO</u>
—	—
—	—
—	—
—	—
—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**

**Required**  
TM 10-1670-201-23

**Related**  
TM 10-1670-296-20&P

## Parachute Pack Tray

101-512-1512

**Conditions:** Given a light-duty sewing machine; size E nylon thread; 1 1/4-inch, type III nylon tape; nylon T-10B/C/MC1-1B/1C pack tray; shears; marking aid; pen; repair table; DA Form 2404; TM 10-1670-271-23&P; and TM 10-1670-272-23&P.

**Standards:** Perform all performance measures without error and in sequence within 30 minutes. Perform task without causing harm to self, other personnel, or equipment.

### Performance Steps

1. Remove the damaged loop. (See Figure 3-54)
  - a. Cut the damaged loop at the first row of stitching used to secure the loop to the pack tray.
  - b. Be sure to sear the ends of the 1 1/4-inch type III nylon tape after the damaged end has been removed.
2. Cut and prepare a 12-inch length of 1 1/4-inch type III nylon tape and sear the ends.
3. Mark, fold, and sew the material. (See Figure 3-55)
  - a. Measure 4 inches from each end of the material and mark them.
  - b. Fold both edges of the center 4 inches, half the width of the material. Sew the folded edges of the material using 7 to 11 stitches per inch with size E nylon thread.
4. Sew the loop to the pack tray.
  - a. Fold the replacement material in half and place it directly over the old tape.
  - b. Stitch the new loop in place over the old tape using 7 to 11 stitches per inch with size E nylon thread. (See Figure 3-56)

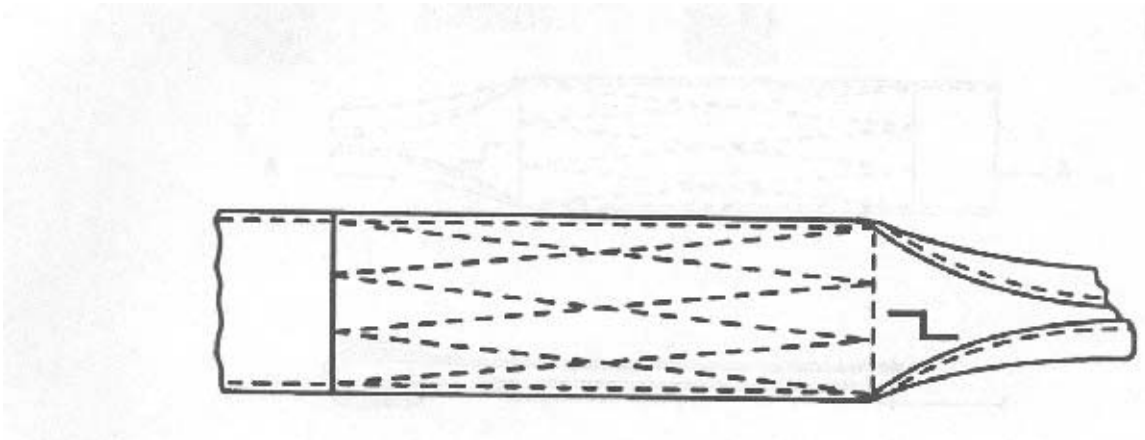


Figure 3-54  
Removal of damaged pack closing loop

**Performance Steps**

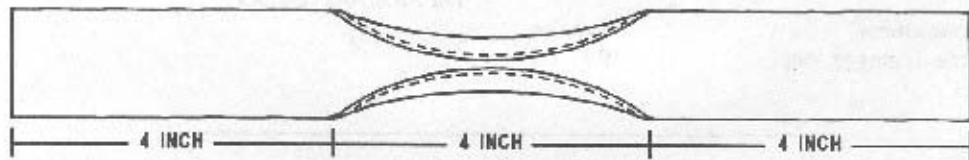


Figure 3-55  
Center edges of the pack closing loopfolded and sewn

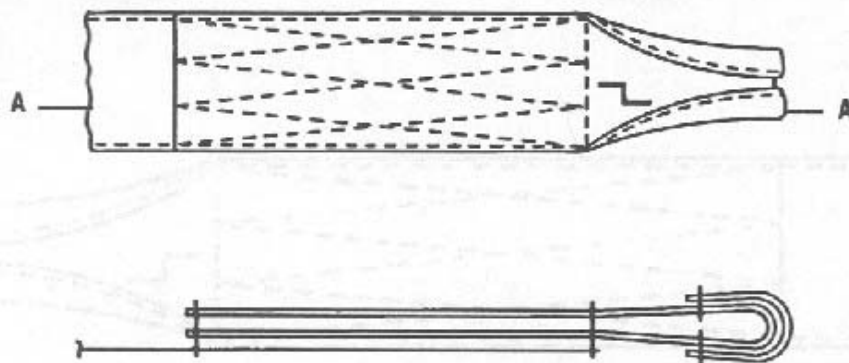


Figure 3-56  
New pack closing loop placed and sewn

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to replace a pack closing loop on a nylon troop-back parachute pack tray. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present.

**Performance Measures**

	<u>GO</u>	<u>NO GO</u>
1. Removed the damaged loop.	—	—
2. Performed cutting and prepared a 12-inch length of 1 1/4-inch, type III nylon tape, and sear the ends.	—	—
3. Marked, folded, and sewed the material.	—	—

**Performance Measures****GO**    **NO GO**

4. Sewed the loop to the pack tray.

\_\_\_\_\_

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References****Required**

TM 10-1670-271-23&amp;P

TM 10-1670-272-23&amp;P

**Related**

## Replace a Damaged Static Line on a Personnel Parachute Deployment Bag

101-512-1513

**Conditions:** Given a personnel parachute deployment bag, deployment bag, repair table, heavy-duty sewing machine, shears, replacement static line, thread, marking aid, DA Form 2404, and TM 10-1670 series.

**Standards:** Perform all performance measures without error and in sequence within 30 minutes to replace a damaged static line on a personnel parachute deployment bag. Perform task without causing harm to self, other personnel, or equipment.

### Performance Steps

1. Remove the damaged static line from deployment bag and break cord attaching strap.
2. Position the deployment bag on the repair table.
  - a. Position the deployment bag with the stow loop panel facing up.
  - b. Pass the buffer end of the new line clockwise through the break cord attaching strap loop fold and the deployment bag loops.
  - c. Ensure that the break cord attaching strap loop fold and the folded edge of the static line are facing inward.
3. Perform operator maintenance on the sewing machine.
  - a. Inspect the machine for damaged, broken, and missing parts. Make sure the components are mounted securely.
  - b. Make certain that the foot lifter treadle lifts and lowers the presser foot.
  - c. Adjust the feed regulator for the proper stitch length.
  - d. Inspect the drive belt for fraying, wear, deterioration, and for a 1/2-inch deflection between pulleys.
4. Enter discrepancies on DA Form 2404.
  - a. Record the applicable information in blocks 1 through 10.
  - b. Record the item number, status, deficiencies, shortcomings, and corrective actions; initial the CORRECTED column when corrective actions are completed.
5. Prepare the sewing machine for operation.
  - a. Plug the machine into the correct current outlet.
  - b. Check the bobbin for thread; rewind it, if necessary.
  - c. Check the needle for proper size, and ensure that it is installed correctly.
  - d. Thread the machine and needle.
  - e. Lift about 3 inches of the bobbin thread above the throat plate.
6. Test sew with the machine.
  - a. Place the material in position under the needle.
  - b. Lower the presser foot to hold the material in place.
  - c. Turn the balance wheel by hand until the needle is in the material.
  - d. Start the motor, and let the machine reach operating speed.
  - e. Press the starting treadle slowly to engage the clutch; begin sewing. Be sure to hold the two running ends of thread toward the rear of the machine.
  - f. Check the stitch formation.
7. Sew the static line in place.
  - a. Align the two ends of the buffer and stitch the static line in place.
  - b. Use a heavy-duty sewing machine, size 6 nylon thread, 5 to 8 stitches per inch, and a static line stitch formation 4 inches long.
8. Attach a serviceable snap hook.
  - a. Ensure that fold is toward the side opposite the snap hook button.

**Performance Steps**

NOTE: The folded edge of the static line will be facing outward when passing the static line through the snap hook.

- b. Stitch the static line in place with a 4-inch static line stitch formation.
  - c. Make sure finished length of static line is between 14 feet 5 3/4-inches and 14 feet 9 3/4-inches.
9. Fabricate and attach new safety pin and lanyard.
  10. Inspect the completed work.
    - a. Place the deployment bag on the repair table.
    - b. Check the stitching on the replaced static line for thread breaks and incorrect stitch formation.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to replace a damaged static line on a personnel parachute deployment bag. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present.

<b>Performance Measures</b>	<u>GO</u>	<u>NO GO</u>
1. Removed the damaged static line from deployment bag and break cord attaching strap.	—	—
2. Positioned the deployment bag on the repair table.	—	—
3. Performed operator maintenance on the sewing machine.	—	—
4. Entered discrepancies on DA Form 2404.	—	—
5. Prepared the sewing machine for operation.	—	—
6. Tested the sew with the machine.	—	—
7. Sewed the static line in place.	—	—
8. Attached a serviceable snap hook.	—	—
9. Fabricated and attached new safety pin and lanyard.	—	—
10. Inspected the completed work.	—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.



Skill Level 2

Subject Area 8: Maintenance of Parachutes and Other Airdrop Equipment

**Perform an In-Storage Inspection on Personnel and Cargo Parachutes  
101-512-2001**

**Conditions:** Given stored personnel and small cargo parachutes and TM 10-1670 series.

**Standards:** Ensure that serviceability standards of the stored parachute assembly are maintained. Every effort will be exerted to adhere to the following performance measures without error.

**Performance Steps**

1. Conduct an in-storage inspection of airdrop equipment located in storage.
  - a. Ensure that the equipment is ready for issue.
  - b. Ensure that the item is properly identified and separated from other types of equipment.
  - c. Ensure there is no damage or deterioration of equipment.
  - d. Ensure completion of all modifications or similar action requirements.
2. Check during the in-storage inspection to make sure the correct methods and procedures have been used to store airdrop items.
  - a. Ensure the adequacy of storage facilities.
  - b. Ensure that pest and rodent control has been provided.
  - c. Ensure that protection against unfavorable climatic conditions has been provided.
3. Inspect airdrop equipment in storage semiannually. (More frequent intervals may be prescribed by the local parachute maintenance officer in less-than-ideal storage facilities)

NOTE: In-storage inspection will be conducted only by parachute rigger personnel designated by local parachute maintenance officer.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to perform an in-storage inspection on personnel and small cargo parachutes. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present.

**Performance Measures**

	<u>GO</u>	<u>NO GO</u>
1. Conducted an in-storage inspection of airdrop equipment located in storage.	—	—
2. Checked during the in-storage inspection to ensure the correct methods and procedures have been used to store airdrop items.	—	—
3. Inspected airdrop equipment in storage semi-annually. (More frequent intervals may be prescribed by the local parachute maintenance officer in less-than-ideal storage facilities)	—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**Perform a Routine Inspection on Airdrop Items Which are Packed or Rigged for Airdrop  
101-512-2002**

**Conditions:** Given packed or rigged items and TM 10-1670 series.

**Standards:** Perform all performance measures without error and in sequence within 30 minutes when performing a routine inspection.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to perform a routine inspection on airdrop items which are packed or rigged for airdrop. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present.

<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
1. Performed visual check on the serviceability of all visible components of a parachute or other airdrop item which is packed or rigged for use.	—	—
2. Inspected all components that can be inspected without opening the parachute pack or bag or unrigging a load prior to issue.	—	—
3. Ensured that personnel parachutes issued for an airdrop operation and not deployed are given a routine inspection prior to being placed into ready-for-issue storage.	—	—
4. Ensured that emergency-type personnel parachutes packed for use are inspected every 30 calendar days or at more frequent intervals as prescribed by the local unit commander. Evaluation Preparation Setup: Ensured that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier. Brief soldier: Tell the soldier to perform a routine inspection on airdrop items which are packed or rigged for airdrop. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present.	—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**  
**Required**

**Related**  
TF 10-6108

## Test a Parachute Rip Cord

101-512-2003

**Conditions:** Given a rip cord, yellow pressure-sensitive tape, 7-pound weight, 40-pound weight, locking pin, locking pin test block, test gauge block, wooden blocks, pen, DA Form 3912, TM 10-1670-287-23&P, and TM 10-1670-269-23&P.

**Standards:** Perform all performance measures without error and in sequence within 30 minutes when performing a parachute ripcord test.

### Performance Steps

1. Perform the rip cord locking pin test. (See Figure 3-57)
  - a. Insert 1/2 inch of a locking pin end into the hole of a fixed rip cord locking pin test block.
  - b. Attach a 7-pound weight to the rip cord grip handle, and suspend the weight from the handle.
  - c. Remove the weight, rotate the locking pin one-quarter turn, and test the pin again by reapplying the load described in 1b.
  - d. Repeat 1c until the pin has been tested in four positions.
  - e. Remove the weight from the rip cord grip, and remove the locking pin from the test block.
  - f. Visually examine the tested locking pin to see if it has been marred, cracked, or distorted during the test.
  - g. Repeat 1a through 1e for the remaining locking pins on the rip cord length.
  - h. Place a locking pin in a vertical position with the pin end facing up; clamp the end between two wooden blocks.
  - i. Perform the pin penetration test on all locking pins using a test gauge block.
  - j. Manually locate the hole in the block over the end of the secured pin using a test gauge block, allowing for a 1/16-inch maximum insertion.
  - k. Release the gauge block, and allow the block to fall freely with the axis of the gauge block aligned with the axis of the working pin.
  - l. Remove the rip cord from service when the weight of the gauge block fails to cause full penetration of the pin into the gauge block hole and the pin is excessively bent.
  - m. Repeat the procedures in steps 1h through 1k for each of the remaining locking pins on the rip cord length.
2. Perform the rip cord grip test. (See Figure 3-58)
  - a. Position the rip cord grip on a fixed wooden block which has been previously cut to the specified size.
  - b. Attach and suspend a 40-pound weight from the corner of the grip nearest the weld.
  - c. Inspect the welded joint under good lighting for cracks or breaks.
  - d. Remove the weight from the rip cord grip, and remove the grip from the wooden block.
3. Mark the tested rip cord with two turns of 1/2-inch yellow pressure-sensitive tape around the center of the grip tubing at a point near the weld.
4. Ensure the tape wrapping does not cover the welding joint.

Performance Steps

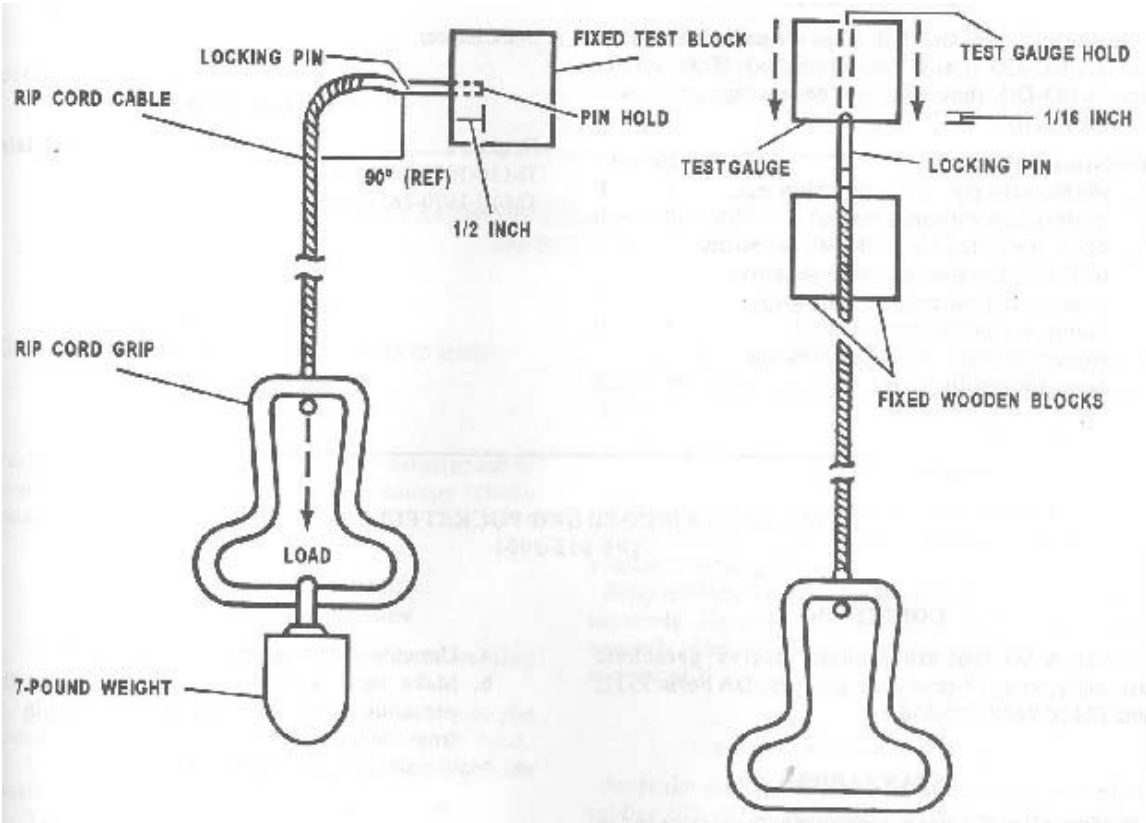


Figure 3-57  
A rip cord locking pin test performed

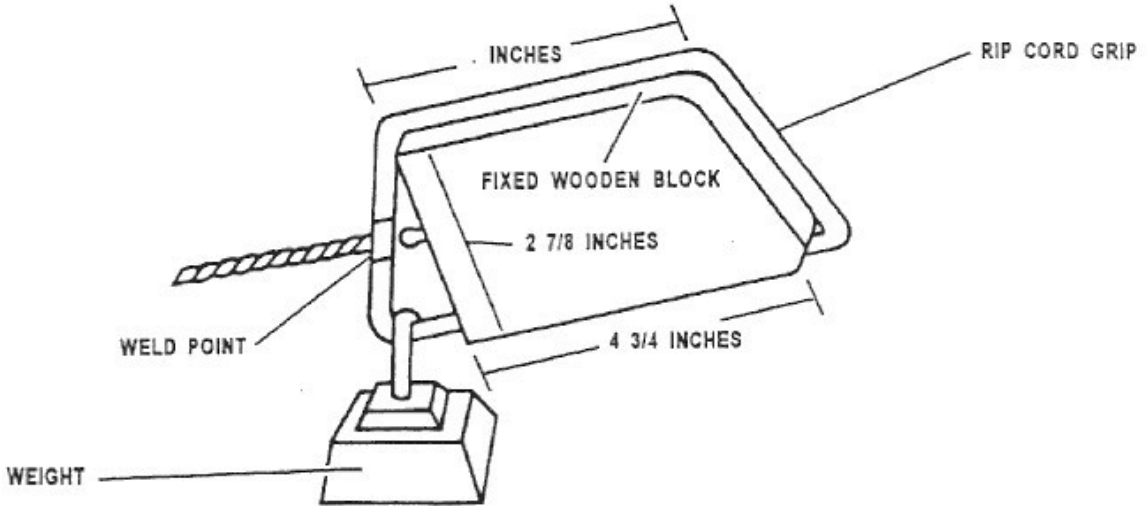


Figure 3-58  
A rip cord grip test performed

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier. Brief soldier: Tell the soldier to test a

parachute rip cord. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present.

<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
1. Performed the rip cord locking pin test.	_____	_____
2. Performed the rip cord grip test.	_____	_____
3. Marked the tested rip cord with two turns of 1/2-inch yellow pressure-sensitive tape around the center of the grip tubing at a point near the weld.	_____	_____
4. Ensured the tape wrapping does not cover the welding joint.	_____	_____

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**

**Required**

TM 10-1670-269-23&P

TM 10-1670-287-23&P

**Related**

**Perform a Rip Cord Grip Pocket Pull Test**  
**101-512-2004**

**Conditions:** Given a 24-foot troop-chest reserve parachute assembly, vise, 27-pound weight, pen, DA Form 3912, and TM 10-1670-269-23&P.

**Standards:** Perform all performance measures without error and in sequence within 30 minutes when performing a rip cord grip pull test.

**Performance Steps**

1. Insert the rip cord grip into the replacement rip cord grip pocket.
  - a. Insert the rip cord grip into the pocket five times, and withdraw it with a twisting motion to flex the pocket.
  - b. Use care not to damage the pocket.
2. Place the parachute in a vise.
  - a. Make sure the parachute is packed according to TM 10-1670-269-23&P.
  - b. Place the parachute in the vise to hold it securely in place.
  - c. Position the parachute so that the direction of the rip cord pull is downward along the vertical axis.
3. Suspend a 27-pound weight on the rip cord grip.
  - a. Use care not to impose an impact load.
  - b. Make sure the weight readily activates the parachute by withdrawing the rip cord pin from the locking cones.
4. Make entries on DA Form 3912.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to perform a rip cord grip pull test. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present.

<b>Performance Measures</b>	<u><b>GO</b></u>	<u><b>NO GO</b></u>
1. Inserted the rip cord grip into the replacement rip cord grip pocket.	—	—
2. Placed the parachute in a vise.	—	—
3. Suspended a 27-pound weight on the rip cord grip.	—	—
4. Performed entries on DA Form 3912.	—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**

**Required**  
TM 10-1670-269-23&P

**Related**

**Test a Canopy Release Assembly**  
**101-512-2005**

**Conditions:** Given a personnel parachute and TM 1670 series.

**Standards:** Perform all performance measures without error and in sequence within 30 minutes to test a canopy release assembly.

**Performance Steps**

1. Check the latch for the presence of the red warning mark.
2. Operate the safety clip and latch to ensure the movement of both parts is smooth and does not bind.
3. Fit the heel of the male riser into the slot of the female harness fitting.
4. Test the two fittings.
  - a. Separate the riser fittings from the harness fitting.
  - b. Re-engage the release by placing the toe of the riser male fitting into the slot under the harness fitting disassembly stop lug.
  - c. Attempt to close the latch.
  - d. Make sure the misassembly stop lug engages the groove of the female harness fitting, and close the latch.
  - e. Fit the toe of the male riser fitting into the groove of the female harness fitting, and close the latch.
5. Make sure the latch is locked securely.
  - a. Operate the latch.
  - b. Close and lock the latch in position.
6. Position the cable loop around the latch.
7. Fit the heel of the safety clip into position at the heel of the latch, and close the safety clip. (See Figure 3-59)

**Performance Steps**

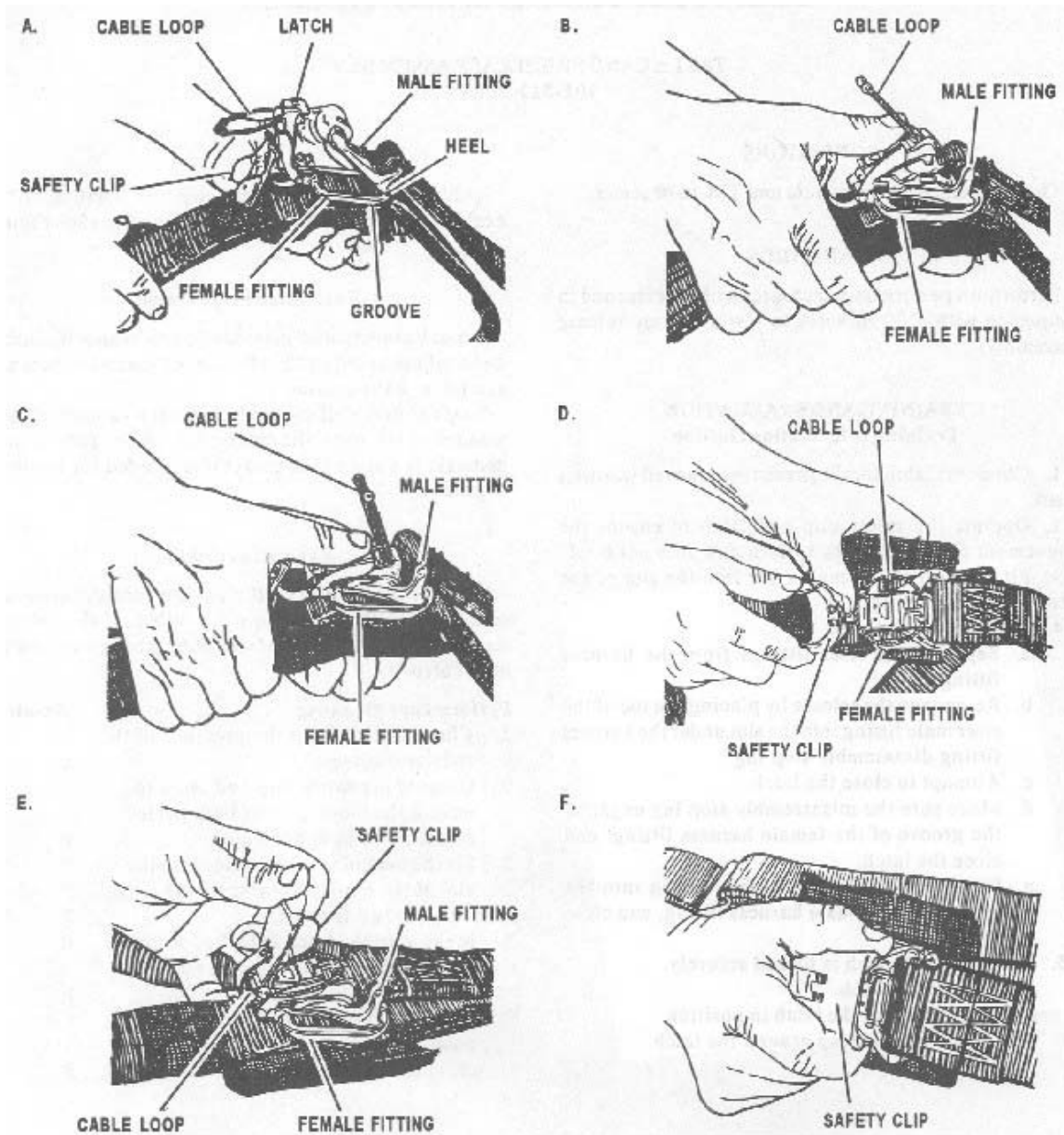


Figure 3-59  
Canopy release assembled

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to test a canopy release assembly. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present.

**Performance Measures**

1. Checked the latch for the presence of the red warning mark.

GO    NO GO

—        —



<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
2. Operated the safety clip and latch to ensure the movement of both parts is smooth and does not bind.	—	—
3. Fitted the heel of the male riser into the slot of the female harness fitting.	—	—
4. Tested the two fittings.	—	—
5. Ensured the latch is locked securely.	—	—
6. Positioned the cable loop around the latch.	—	—
7. Fitted the heel of the safety clip into position at the heel of the latch, and close the safety clip.	—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

## Subject Area 9: Pack-In-Process Inspections

**Perform a Pack-in-Process Inspection Personnel and Cargo Parachutes  
101-512-2006**

**Conditions:** Given TM 10-1670 series, rubber retainer bands, pen, personnel and cargo parachutes, packing table, parachute packer, and DA Form 3912.

**Standards:** Perform all performance measures without error and in sequence within one hour. Perform a pack-in-process inspection on personnel and cargo parachutes. The inspection will be accomplished by a parachute rigger other than the packer or rigger preparing the applicable equipment for use.

**Performance Steps**

1. Inspect the parachute to ensure that it is in proper layout.
  - a. Ensure that components of the parachute are assembled correctly.
  - b. Ensure that all inversions or partial inversions are removed from the canopy.
  - c. Ensure that all turns, tangles, and twists have been removed from suspension lines.
2. Inspect the canopy after the gores are folded and the flatfold is completed to ensure that it is folded correctly.
  - a. Ensure that the right group of gores is folded first and that the lower lateral band is dressed.
  - b. Ensure that the correct number of gores is in each gore group and that a clear channel exists between the two gore groups.
3. Inspect the canopy to ensure that it is long-folded correctly and the break cord is tied correctly.
  - a. Ensure that the right group of gores is folded first and that the left group is folded over the right group.
  - b. Ensure that the skirt hesitater tie is completed, when applicable.
  - c. Ensure that the break cord tie is tied correctly, when applicable.
  - d. Ensure that the deployment bag is attached, when applicable.
  - e. Ensure that the deployment bag is given a complete inspection including the static line and that portion of the static line that is covered by the static line sleeve.
4. Inspect the deployment bag to ensure that the canopy and suspension line are stowed correctly.
  - a. Ensure that the canopy is stowed correctly and that the break cord is tied, when applicable.
  - b. Ensure that the locking stows and the first regular suspension line stow are stowed correctly.
5. Inspect the suspension line stows, canopy stow, break cord tie, deployment bag closure, and temporary locking pins to ensure that they are installed correctly.
  - a. Ensure that no less than the minimum amount of suspension line stows and no more than the maximum amount of suspension line length are remaining.
  - b. Ensure that the canopy is stowed correctly.
  - c. Ensure that the correct material is correctly routed and tied for the break cord tie and deployment bag closing ties.
  - d. Ensure that the temporary locking pins are installed correctly.
6. Inspect the pack tray after it is closed to be sure the pack closing tie is made correctly.
  - a. Ensure that the correct material is routed and tied. Ensure the pack closing tie is no more than 2 inches in diameter.
  - b. Ensure the pilot chute spacer clip is horizontal, the suspension lines are between the pilot chute protector flaps, and the bridle line is between the bottom pilot chute protector flap and top of the canopy.
  - c. Ensure the correct material is used for deployment bag closing ties.
7. Inspect the static line or locking pins after stowage has been completed.
  - a. Ensure that the pack is closed with rip cord locking pins.

**Performance Steps**

- b. Ensure that the pack tray is dressed and the pack opening spring band is installed correctly.
- c. Ensure that the static line is stowed correctly with two turns of the retainer band around the static line.

8. Make entries on DA Form 3912.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to perform a pack-in-process inspection on personnel and cargo parachutes. Also inform the soldier a pack-in-process inspection is performed at specified intervals during the packing of a parachute to ensure that only authorized procedures and methods are being used.

<b>Performance Measures</b>	<u>GO</u>	<u>NO GO</u>
1. Inspected the parachute to ensure that it is in proper layout.	—	—
2. Inspected the canopy after the gores are folded and the flatfold is completed to ensure that it is folded correctly.	—	—
3. Inspected the canopy to ensure that it is long-folded correctly and the break cord is tied correctly.	—	—
4. Inspected the deployment bag to ensure that the canopy and suspension line are stowed correctly.	—	—
5. Inspected the suspension line stows, canopy stow, break cord tie, deployment bag closure, and temporary locking pins to ensure that they are installed correctly.	—	—
6. Inspected the pack tray after it is closed to be sure the pack closing tie is made correctly.	—	—
7. Inspected the static line or locking pins after stowage has been completed.	—	—
8. Performed entries on DA Form 3912.	—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**Perform Duties of a Malfunction NCO**  
**101-512-2009**

**Conditions:** Given AR 59-4; local SOPs, camera, binoculars or night vision devices, transportation for movement around the DZ; communication capability with the DZ control party; DA Form 3912; DD Form 1748-2; and clerical supplies necessary to tag equipment and submit reports.

**Standards:** Performed by the malfunction officer/NCO to collect data used to determine the cause of the malfunction. Perform all performance measures without error.

**Performance Steps**

1. Be present on the DZ or extraction zone during all personnel and equipment drops.
2. Have the following equipment in your possession during duty performance: a communication capability with the DZ control party; a good, quality camera to take photos of malfunctions or incidents; the forms and clerical supplies necessary to tag equipment and initiate reports; binoculars or night vision devices; and transportation to move around the DZ.
3. Perform malfunction NCO duties in the event of a partial malfunction.
  - a. Count the number and type of malfunctions, and record them.
  - b. Attempt to get a statement from the parachutist.
  - c. Carry out any subsequent investigation from this information, if necessary.
4. Perform malfunction NCO duties in the event of a total malfunction during personnel jumps where there were no injuries.
  - a. Obtain statements from the parachutist and the jumpmaster.
  - b. Gather additional statements from the parachutist and the jumpmaster.
  - c. Secure any physical evidence obtained.
5. Perform malfunction NCO duties in the event of serious injuries or death resulting from a parachute jump.
  - a. Place the impact site off limits, and post a guard to ensure the site will remain undisturbed to the maximum extent possible without interfering with medical support.
  - b. Photograph the parachutist, the impact site, and any obvious defects in the equipment.
  - c. Record where the parachute harness or components were cut by medical support personnel.
  - d. Take immediate possession of DA Form 3912.
  - e. Request that medical personnel secure and preserve all clothing and equipment that are removed from the impact site with the parachutist.
  - f. Assume responsibility for all air items and personal equipment, to include the parachutist's weapon.
  - g. Take statements from the preceding parachutist, the subsequent parachutists, jumpmasters, and other parachutists or aircraft personnel able to provide significant facts.
  - h. Record the name and unit of any personnel who observed the incident even if they can provide no new facts to the investigation.
  - i. Secure a copy of the jump manifest; and reconstruct the jump stick from personnel present, if required.
  - j. Conduct a detailed component-by-component examination of all equipment after the parachutist has been evacuated.
  - k. Sketch the whole impact site in relation to the DZ, and mark the impact location of the parachutist and equipment.
  - l. Ensure the aircraft involved is notified as soon as possible. Request the segregation and identification of the parachute deployment bags from those of other aircraft.
  - m. Obtain the deployment bag serial number from DA Form 3912. Retrieve and secure the deployment bag with the parachute assembly until the investigation is complete.
  - n. Ensure the parachute is loosely rolled, tagged, and bagged when the on-site investigation is complete.

**Performance Steps**

- o. Ensure the evacuation of all equipment to an area where it will be subjected to a technical rigger inspection according to TM 10-1670 series.
  - p. Return to the parachutist's unit any organizational or personal clothing, weapons, or equipment that belong to the parachutist that you feel reasonably sure were not the proximate cause of the malfunction.
6. Perform malfunction NCO duties in the event of an airdrop load malfunction.
- a. Move to and secure the impact site as soon as possible.
  - b. Determine if the load contains hazardous material, ammunition, explosives, or POL. If any are found--
    - (1) Direct personnel in the vicinity of the load to evacuate the area (move back at least 500 meters).
    - (2) Request technical assistance such as qualified EOD personnel or POL technicians.
    - (3) Derig other airdrop loads in the danger area with the approval of the EOD and POL technicians.
  - c. Inform the DZ control party of the malfunction.
  - d. Conduct an on-site investigation of the malfunction according to AR 59-4.
  - e. Take photos of the load, damaged equipment, and impact site.
  - f. Secure, identify, and tag damaged air items and equipment.
  - g. Return air items and equipment to an appropriate area for a technical rigger inspection according to TM 10-1670 series.
7. Ensure all reports and forms are forwarded in a proper and timely manner as required by AR 59-4.
- a. Send an electronic message to Commander, US Army Quartermaster Center and School, ATTN: ATSM-ABN, Fort Lee, VA 23801-5038 within 48 hours if serious injury or death results from a malfunction.
  - b. Submit DD Form 1748-2 to Commander, US Army Quartermaster Center and School, ATTN: ATSM-ABN, Fort Lee, VA 23801-5038 within five workdays after the malfunction occurs. DD Form 1748 series inspection forms must accompany each DD Form 1748-2 for each airdrop load malfunction.
  - c. Forward one copy of the final investigation report and DD Form 1748-2 to the address in 7b within 10 calendar days after completion of the investigation if a fatality occurs as the result of a malfunction.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to perform duties of a malfunction NCO. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present. Also inform the soldier a qualified commissioned officer, warrant officer, or noncommissioned officer designated by the transported force commander to observe airdrop operations and investigate airdrop malfunctions. Normally, he or she is a trained parachute rigger.

<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
1. Ensured to be present on the DZ or extraction zone during all personnel and equipment drops.	—	—
2. Ensured the equipment is in your possession during duty performance.	—	—
3. Performed malfunction NCO duties in the event of a partial malfunction.	—	—
4. Performed malfunction NCO duties in the event of a total malfunction during personnel jumps where there were no injuries.	—	—
5. Performed malfunction NCO duties in the event of serious injuries or death resulting from a parachute jump.	—	—

<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
6. Performed malfunction NCO duties in the event of an airdrop load malfunction.	—	—
7. Ensured all reports and forms are forwarded in a proper and timely manner as required by AR 59-4.	—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-G), show what was done wrong and how to do it correctly.

**References**

**Required**  
AR 59-4

**Related**

Subject Area 10: Supervision of the Service of Airdrop Platforms

**Supervise Preventive Maintenance Checks and Services on an Airdrop Platform**

**101-512-2015**

**Conditions:** Given an assembled type V platform, stiff bristle brush, dishwashing detergent, water, clean cloth, crocus cloth, materials-handling equipment, screwdriver, ruler, and TM 10-1670-268-20&P.

**Standards:** Perform the PMCS on a type V platform. The type V airdrop platform must be inspected at prescribed intervals to determine serviceability.

**Performance Steps**

1. Ensure proper type of inspection is being conducted.
  - a. Conduct routine inspection before and after use.
  - b. Conduct technical rigger inspection before rigging and before and after maintenance.

2. Ensure that the following warnings and caution are observed:  
**WARNING:** a. Never walk or crawl beneath raised platforms. b. Use extreme care when lifting or handling platforms. The type V platform weighs approximately 100 pounds per foot of length. c. Use proper equipment for lifting and supporting platform. **CAUTION:** Use care not to damage the side rail notches when turning the platform over.

3. Ensure the platform is cleaned before performing PMCS.
  - a. Make sure debris, dirt, grease, and corrosion are removed from the platform.
  - b. Make sure the platform is wiped dry.
  - c. Make sure corrosion is removed with a crocus cloth.

4. Ensure all PMCS are performed.
  - a. Check the clevis assembly for bends, cracks, burrs, corrosion, grease, dirt, defective or missing bolts, stripped threads, missing spacers, and missing nuts.
  - b. Check the extraction bracket assembly to see that the lug is present and moves freely. Check to be sure that bolts, washers, and nuts are present and that bolts are tight and free of cracks.
  - c. Check the EFTA brackets, inside and outside, for bends, breaks, or cracks. Check for rust. Ensure bolts are tight and threads are not stripped, broken, or bent.
  - d. Check the suspension and tandem link to see that bolts are tight and are not stripped, bent, burred, cracked, or corroded. Check to be sure all spacers are present.
  - e. Check the nose bumper for a bent, buckled, or cracked bumper. Check for punctured surfaces and for a bent or broken flange. Make certain that the nose bumper is correctly fastened to the first main panel of the platform.
  - f. Ensure that side rails are not bent, broken, cracked, burred, or corroded. Inspect for a broken or bent flange. Check to see that the bolts are tight and are not stripped, bent, burred, cracked, or corroded and that no more than one bolt per panel is missing. Two adjacent missing bolts are not allowed.
  - g. Ensure that roller pads are not broken, cracked, or corroded. Inspect to be sure each roller pad is correctly fastened (one bolt per panel may be missing) with no torn edges protruding downward. Ensure pad is not bowed to the extent of forcing the platform to bow or twist. Make certain that there are no punctures or torn areas larger than 2 inches in diameter.
  - h. Inspect the rear panel assembly for bent, burred, or corroded tie-down rings. Make sure the panel is not bowed more than 1 inch along the 103-inch line or more than 1/16 inch along the 24-inch line. Make certain the panel does not have punctured or torn areas larger than 6 inches in diameter. Check for damaged or missing floating nuts.
  - i. Inspect the main panel assemblies for bent, burred, or corroded tie-down rings. Make sure the panels are not bowed more than 1 inch along the 103-inch line or more than 1/16 inch along the 24-inch line. Make certain the panels do not have punctured or torn areas larger than 6 inches in diameter. Check for damaged or missing floating nuts.

**Performance Steps**

- j. Check component items: bushings, nuts, bolts, and washers. Check to see that all bolts are tight and are not stripped, bent, broken, corroded, or missing. Tighten loose bolts, and replace defective or missing items.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to supervise the PMCS on a type V platform. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present. Also all defects discovered during inspection, together with the corrective action taken, will be recorded on appropriate forms at the earliest possible opportunity.

<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
1. Ensured proper type of inspection is being conducted.	_____	_____
2. Ensured that the warnings and caution are observed.	_____	_____
3. Ensured the platform is cleaned before performing PMCS.	_____	_____
4. Ensured all PMCS are performed.	_____	_____

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-G), show what was done wrong and how to do it correctly.

**References**

<b>Required</b>	<b>Related</b>
TM 10-1670-268-20&P	



**Supervise the Recovery of Cargo Parachutes and Related Airdrop Equipment**  
**101-512-2018**

**Conditions:** Given cargo parachutes and related airdrop equipment, pen or pencil, and TM 10-500-7.

**Standards:** Perform all performance measures without error.

**Performance Steps**

1. Plan and coordinate recovery operations.
  - a. Make sure the commander of the receiving unit appoints a recovery officer from within the unit.
  - b. Ensure recovery personnel are thoroughly briefed on the tactical and alternate plans.
2. Recover and evacuate airdrop rigging equipment in the following order of priority:
  - a. Personnel parachutes.
  - b. Cargo parachutes.
  - c. Airdrop containers.
  - d. Airdrop platforms.
  - e. Related airdrop rigging material.
3. Ensure a report of recovery of airdrop equipment is prepared in duplicate.
  - a. Turn in one copy to the next higher headquarters.
  - b. Ensure one copy accompanies the recovered airdrop equipment during evacuation.
4. Supervise the evacuation of airdrop equipment.
  - a. Ensure airdrop equipment is guarded properly during evacuation to prevent pilferage or sabotage.
  - b. Ensure evacuation is as rapid and direct as possible.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to supervise the recovery of cargo parachutes and related airdrop equipment. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present. Also make sure that the soldier knows recovery procedures are designed to ensure, in the interest of supply economy, the maximum recovery of parachutes and related airdrop equipment used to deliver personnel, supplies, and equipment during airborne operations.

<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
1. Planned and coordinated recovery operations.	___	___
2. Recovered and evacuated airdrop rigging equipment in order of priority.	___	___
3. Ensured a report of recovery of airdrop equipment is prepared in duplicate.	___	___
4. Supervised the evacuation of airdrop equipment.	___	___

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-G), show what was done wrong and how to do it correctly.

**Perform Joint Airdrop Inspection of Airdrop Loads  
101-512-2019**

**Conditions:** Given AR 59-4, pen or pencil, rigged load outside an aircraft and one inside an aircraft, appropriate TM or FM for rigged loads, DD Form 1748, DD Form 1748-1, and DD Form 1748-4.

**Standards:** Perform a joint airdrop inspection of airdrop loads. The inspection activity consists of two or more services working together. Ensure all performance measures are performed without error.

**Performance Steps**

1. Ensure that, prior to airdrop, loads or containers rigged for airdrop will be given three separate inspections.
  - a. Ensure the first inspection is a final rigger inspection that the FM or TO requires for that particular load.
  - b. Ensure the before-loading inspection is conducted jointly by a certified transported force rigger inspector and an aerial port inspector.
  - c. Ensure after-loading inspection is completed by the aerial port inspector, a transported force rigger inspector, and the air crew loadmaster.
  - d. Ensure a jumpmaster and an aerial port inspector conduct inspections on containers rigged for airdrop using the Ramp Bundle Airdrop System (Wedge).
  - e. Ensure that door-loaded airdrop containers do not require inspection forms or the before- and after-loading inspections; however, the transported force jumpmaster and the airlift unit aircraft loadmaster must inspect them.
  
2. Use DD Form 1748, 1748-1, or 1748-4 as the checklist for joint inspections of airdrop loads.  
 NOTE: Use only one form per aircraft when multiple containers are to be airdropped.
  - a. Refer to the appropriate rigging manual for the proper inspection procedure.
  - b. Ensure the before- and after-loading inspections are completed to ensure compliance with appropriate rigging instructions, FMs, TOs, and AR 59-4.
  - c. Ensure the transported force furnishes an up-to-date copy of the appropriate FM or TO to the inspector.
  
3. Ensure that one copy of DD Form 1748 or 1748-4 is retained for disposition by appropriate personnel.
  - a. The aircrew loadmaster receives a copy of DD Form 1748 or 1748-4.
  - b. The aerial port unit that performed the joint inspection receives a copy.
  - c. The transported force unit that performed the joint inspection receives a copy.
  
4. Make disposition of the forms.
  - a. Retain the form for use in the investigation or analysis if a malfunction has occurred; then make disposition of the form as authorized for investigative documents according to appropriate service directives.
  - b. Make disposition of the form according to appropriate service directives if a malfunction has not occurred.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to perform a joint airdrop inspection of airdrop loads. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present. Ensure that the soldier knows that an assistant is available.

**Performance Measures**

	<u>GO</u>	<u>NO GO</u>
1. Ensured, prior to airdrop, loads or containers rigged for airdrop will be given three separate inspections.	—	—

**Performance Measures**

	<u>GO</u>	<u>NO GO</u>
2. Used DD Form 1748, 1748-1, or 1748-4 as the checklist for joint inspections of airdrop loads.	—	—
3. Ensured that one copy of DD Form 1748 or 1748-4 is retained for disposition by appropriate personnel.	—	—
4. Performed disposition of the forms.	—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**

**Required**  
AR 59-4

**Related**

## Supervise the Assembling of an Airdrop Platform

101-512-2020

**Conditions:** Given TM 10-1670-268-20&P, components for type V platform, 3/4-inch wrench, 9/16-inch socket wrench, tie-down rings, aligning tool, suspension slings, and clevis assemblies.

**Standards:** Supervise the assembling of an 8-foot, type V platform for airdrop. Perform all performance measures without error. Perform task without causing harm to self, other personnel, or equipment.

### Performance Steps

1. Ensure an inspection of all the components is performed.
2. Ensure the supporting material used to assemble the platform is of a convenient height and on a flat surface.
3. Ensure the platform is assembled upside down and from front to rear.
4. Ensure that the first main panel is positioned correctly onto the supporting material.
  - a. Ensure the main panel is facing downward on the supporting material, with the leading edge overhanging the support material by approximately 9 inches.
  - b. Ensure the tongue and groove of the first main panel is examined to determine which edge of the panel is the leading edge. Distinguish the leading edge by its more narrow tongue and the three holes close to the leading edge.
5. Inspect the nose bumper after it is attached to the first main panel assembly.
  - a. Align the nose bumper to the first main panel assembly, and insert bolts with washers.
  - b. Start the bolts into the nuts by making two or three turns by hand. Tighten the bolts fully using a 9/16-inch socket wrench.
6. Inspect the main panels to ensure they are interlocked correctly.
  - a. Ensure the second panel is placed on the supporting material with the tie-down rings facing downward.
  - b. Ensure the leading edge of the second panel is aligned next to the trailing edge of the first main panel.
  - c. Make sure the mating tongue and groove of the first and second panels interlock.
7. Ensure the third and fourth panels interlock correctly.
  - a. Place the third and fourth panels on the supporting material with the tie-down rings facing downward.
  - b. Align the leading edge of the third panel next to the trailing edge of the second main panel.
  - c. Ensure the mating tongue and groove of the second and third panels interlock.
  - d. Ensure the fourth panel is a rear panel with four holes along the center of the trailing edge of the rear panel.
8. Ensure the two outboard roller pads are attached correctly to the main panels.
  - a. Properly position one roller pad on each edge with the nose skid end forward.
  - b. Align the holes of the roller pads with the holes along the leading edge of the first main panel and the trailing edge of the rear panel. Use an aligning tool to align the holes.
  - c. Ensure the bolts with washers are installed on the inboard side only of the outboard roller pads. Tighten the bolts two or three turns by hand.
9. Ensure the two inboard roller pads are attached correctly to the main panels.
  - a. Properly position the inboard roller pads with the nose skid end forward.
  - b. Align the holes of the roller pads with the holes along the leading edge of the first main panel and trailing edge of the rear panel. Use an aligning tool to align the holes.
  - c. Ensure the bolts with washers are installed on both sides of each pad. Tighten the bolts two or three turns by hand.

**Performance Steps**

10. Ensure the side rails are attached correctly to the panels.
  - a. Make sure the rails are overlapping the outboard roller pads.
  - b. Align the holes of the side rails and the roller pads with the panel assemblies. Use an aligning tool to align the holes.
  - c. Install bolts with washers through the side rails and roller pads, tightening the bolts two or three turns by hand.
11. Ensure that all bolts are fully tightened on the two inboard roller pads.
12. Ensure that all bolts are tightened to within 1/4 inch of the top of the flat washer at this time. Ensure that these bolts are not fully tightened at this time.
13. Ensure the side rail bushings and bolts with washers are installed.
  - a. Position a bushing and bolt with washer for all the holes in the side rail.
  - b. Ensure the bushings are positioned by inserting them from the ends of each side rail and sliding them to each hole location.
  - c. Ensure the bushings fit between the side rails and panel ends with the flat portion against the lip of the side rail and the lip of the panel ends.
  - d. Install the bolts with washers through the side rails and bushings. (Bolts should be left finger tight until all bushings and bolts are in place).
14. Ensure that correct procedures are followed to turn the platform upright.
15. Ensure the platform is turned upright on the supporting material so that it allows access to the bolts on the outboard side of the outboard roller pads.
16. Ensure that any missing side rail bolts, washers, and bushings that could not be installed previously are installed.
  - a. Draw the side rail into proper alignment by fully tightening the fourth bolt from each end of both side rails using a 3/4-inch wrench.
  - b. Ensure that all other side rail bolts are tightened, working from the center toward each end of the platform.
17. Ensure that the bolts that go through the bottom of the side rails and roller pads are fully tightened using a 9/16-inch socket wrench.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to supervise the assembling of an 8-foot, type V platform for airdrop. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present. Ensure that the soldier knows the platform is used to airdrop equipment and supplies from Air Force cargo aircraft.

**Performance Measures**

	<u>GO</u>	<u>NO GO</u>
1. Ensured an inspection of all the components is performed.	—	—
2. Ensured the supporting material used to assemble the platform is of a convenient height and on a flat surface.	—	—
3. Ensured the platform is assembled upside down and from front to rear.	—	—
4. Ensured that the first main panel is positioned correctly onto the supporting material.	—	—
5. Inspected the nose bumper after it is attached to the first main panel assembly.	—	—

<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
6. Inspected the main panels to ensure they are interlocked correctly.	—	—
7. Ensured the third and fourth panels interlock correctly.	—	—
8. Ensured the two outboard roller pads are attached correctly to the main panels.	—	—
9. Ensured the two inboard roller pads are attached correctly to the main panels.	—	—
10. Ensured the side rails are attached correctly to the panels.	—	—
11. Ensured that all bolts are fully tightened on the two inboard roller pads.	—	—
12. Ensured that all bolts are tightened to within 1/4 inch of the top of the flat washer at this time. Ensured that these bolts are not fully tightened at this time.	—	—
13. Ensured the side rail bushings and bolts with washers are installed.	—	—
14. Ensured that correct procedures are followed to turn the platform upright.	—	—
15. Ensured the platform is turned upright on the supporting material so that it allows access to the bolts on the outboard side of the outboard roller pads.	—	—
16. Ensured that any missing side rail bolts, washers, and bushings that could not be installed previously are installed.	—	—
17. Ensured that the bolts that go through the bottom of the side rails and roller pads are fully tightened using a 9/16-inch socket wrench.	—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**

**Required**

TM 10-1670-268-20&P

**Related**

**Supervise the Performance of a Technical Rigger-Type Inspection of Parachutes  
101-512-2021**

**Conditions:** Given TM 10-1670 series, pack table, parachute, and DA Form 3912.

**Standards:** An overall inspection will be made on the parachute. Perform all performance measures without error.

**Performance Steps**

1. Ensure the parachute is placed in proper layout.
2. Ensure an overall inspection is made of individual parachutes and other airdrop equipment items.
  - a. Inspect the assembly log record and parachute log record data to ensure correct recording on DA Form 3912. Ensure it is attached correctly.
  - b. Inspect the assembly for completeness.
  - c. Inspect the item components and parts to ensure proper assembly, which includes attachment and alignment. Ensure the assembled product functions in the prescribed manner.
  - d. Inspect the marking and painting on each assembly and associated components for faded, illegible, obliterated, or missing information; identification numbers; or warning marks.
  - e. Inspect each assembly and related components for foreign material and stains. Check for dirt and evidence of mildew, moisture, oil, grease, resin, or contamination by salt water.
3. Ensure a detailed inspection is performed in addition to the overall inspection.
  - a. Inspect material for rust; corrosion; dents; bends; breaks; burrs; rough spots; sharp edges; wear; deterioration; damaged, loose, or missing nuts, bolts, screws, safety pins, or rivets; and improper swaging or welding.
  - b. Inspect plastic and wood for bends, breaks, dents, holes, rough spots, sharp edges, and wear.
  - c. Inspect cloth for breaks; burns; cuts; frays; holes; rips; snags; tears; loose, missing, or broken stitching or tacking; weak spots; wear; or deterioration.
  - d. Inspect fabric tape, webbing, and cordage for breaks; burns; cuts; frays; holes; snags; tears; incorrect weaving; sharp edges formed from searing; loose, missing, or broken stitching, tacking, whipping, and weaving; weak spots; wear; and deterioration.
  - e. Inspect pressure-sensitive (adhesive) tape for burns, holes, cuts, tears, weak spots, looseness, and deterioration.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to supervise the technical rigger type inspection of parachutes. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present. Tell the soldier the means of reporting the information.

<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
1. Ensured the parachute is placed in proper layout.	—	—
2. Ensured an overall inspection is made of individual parachutes and other airdrop equipment items.	—	—
3. Ensured a detailed inspection is performed in addition to the overall inspection.	—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**Supervise the Performance of a Technical Rigger-Type Inspection of Airdrop Equipment Other Than Parachutes**  
**101-512-2022**

**Conditions:** Given TM 10-1670 series; airdrop equipment; pen; materiel condition tags; and a clean, level surface large enough for the inspection process.

**Standards:** Perform all performance measures without error to supervise the technical rigger-type inspection of airdrop equipment other than parachutes.

**Performance Steps**

1. Ensure the assembly has been placed in proper layout.
  - a. Ensure the assembly has been placed on a suitable surface, such as a packing table or a clean floor.
  - b. Ensure all turns, tangles, and twists are removed from the webbing material.
2. Inspect the assembly to make sure it is complete.
3. Ensure the assembly is inspected for correct operation.
  - a. Ensure the parts are inspected to make sure they are correctly assembled and aligned. Include their attachments in this inspection.
  - b. Ensure that the assembled product functions correctly.
  - c. Make sure that no stitch formation or sewn seam has been left out. In particular, check static lines, harness, slings, extraction lines, and adapter webs.
  - d. Ensure the fabric tape, webbing, and cordage are inspected for breaks; burns; cuts; frays; holes; snags; tears; incorrect weaving; sharp edges formed from searing; loose, missing, or broken stitching, tacking, whipping, and weaving; weak spots; wear; and deterioration.
  - e. Ensure the pressure-sensitive (adhesive) tape is inspected for burns, holes, cuts, tears, weak spots, looseness, and deterioration.
  - f. Ensure rubber and elastic components are inspected for burns, cuts, holes, tears, weak spots, loss of elasticity, and deterioration.
  - g. Inspect felt for cuts, tears, burns, breaks, holes, and thin spots.
  - h. Inspect leather for burns; cuts; holes; tears; loose, missing, or broken stitching; thin spots; and deterioration.
4. Ensure the marking and painting on the assembly are inspected.
  - a. Inspect the assembly and associated components for faded, illegible, obliterated, or missing information; identification numbers; or warning marks.
  - b. Inspect each assembly for chipped, worn, or peeled paint.
5. Inspect the assembly for any foreign material, rust, stains, burns, or sharp edges.
  - a. Ensure the assembly is inspected for dirt or similar foreign materials.
  - b. Inspect assembly for evidence of mildew, moisture, oil, grease, resin, rust, or contamination by salt water.
6. Ensure the assembly material is inspected in detail.
  - a. Ensure that metal is inspected for rust; corrosion; dents; breaks; burns; rough spots; sharp edges; wear or deterioration; damaged, loose, or missing nuts, bolts, screws, safety pins, or rivets; improper swaging or welding; and loss of spring tension.
  - b. Ensure plastics and wood are inspected for bends, breaks, dents, holes, rough spots, sharp edges, and wear.
  - c. Ensure the cloth is inspected for burns; cuts; frays; holes; rips; snags; tears; loose, missing, or broken stitching or tacking; weak spots; wear; or deterioration.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.



Brief soldier: Tell the soldier to supervise the technical rigger-type inspection of airdrop equipment other than parachutes. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present. Tell the soldier the means of reporting the information.

<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
1. Ensured the assembly has been placed in proper layout.	—	—
2. Inspected the assembly to make sure it is complete.	—	—
3. Ensured the assembly is inspected for correct operation.	—	—
4. Ensured the marking and painting on the assembly are inspected.	—	—
5. Inspected the assembly for any foreign material, rust, stains, burns, or sharp edges.	—	—
6. Ensured the assembly material is inspected in detail.	—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**SUPERVISE THE IN-STORAGE INSPECTION OF PERSONNEL AND CARGO PARACHUTES**  
**101-512-2023**

**Conditions:** Given TM 10-1670 series and stored parachutes.

**Standards:** Perform an in-storage inspection on personnel and cargo parachutes to ensure that the equipment is ready for issue and the item is properly identified and segregated from other types of equipment. Perform all performance measures without error.

**Performance Steps**

1. Conduct an in-storage inspection of airdrop equipment located in storage.
  - a. Ensure that the equipment is ready for issue, correctly identified, and segregated from other types of equipment.
  - b. Ensure there is no damage or deterioration of equipment.
  - c. Ensure completion of all modifications or similar action requirements.
  - d. Ensure that the inspection is conducted on a random sample basis.
2. Check during the in-storage inspection to ensure that correct methods and procedures have been used to store airdrop items.
  - a. Ensure adequate protection from unfavorable climate conditions.
  - b. Ensure the efforts for pest and rodent control are satisfactory.
3. Supervise the in-storage inspection of airdrop equipment at least semiannually or more frequently if prescribed by the local parachute maintenance officer.

NOTE: Frequency of inspection may vary according to the type of storage facilities and local climatic conditions.

4. Ensure that the in-storage inspection is conducted only by parachute rigger personnel designated by the local parachute maintenance officer.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to conduct an in-storage inspection on personnel and cargo parachutes. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present.

<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
1. Conducted an in-storage inspection of airdrop equipment located in storage.	—	—
2. Checked during the in-storage inspection to ensure that correct methods and procedures have been used to store airdrop items.	—	—
3. Supervised the in-storage inspection of airdrop equipment at least semi-annually or more frequently if prescribed by the local parachute maintenance officer.	—	—
4. Ensured that the in-storage inspection is conducted only by parachute rigger personnel designated by the local parachute maintenance officer.	—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

## PERFORM DUTIES AS SAFETY NCO DURING AN AIRBORNE OPERATION

101-512-2024

**Conditions:** Given FM 57-230, SH 57-1, SOP, and aircraft.

**Standards:** Perform all performance measures in sequence without error when performing duties as a safety NCO for a personnel jump. Perform task without causing harm to self, other personnel, or equipment.

### Performance Steps

NOTES: To be appointed as safety personnel, you must have these prerequisites: 1-Be an officer, warrant officer, or NCO (E5 or above). 2-Be a graduate of a jumpmaster course. 3-Have performed safety duties in the past six months or attended a jumpmaster refresher course.

1. Perform safety NCO duties in the unit area.
  - a. Attend jumpmaster briefing.
  - b. Check identification card and identification tags of each parachutist.
  - c. Assist jumpmaster in the inspection of each parachutist's equipment to ensure it is rigged correctly.
2. Perform safety NCO duties at the departure airfield.
  - a. Report to the DACO for any special or last-minute instructions that must be passed to the jumpmaster.
  - b. Draw extra reserves, safety wires, and aviator kit bags.
  - c. Assist the jumpmaster, or control the troop issue of parachutes and air items.
  - d. Assist the jumpmaster in aircraft inspection (if directed).
  - e. Assist in prejump personnel inspection and corrections of deficiencies.
  - f. Assist in control of the chalk.
  - g. Assist in the seating of personnel and loading of equipment aboard the aircraft.
3. Perform safety NCO duties in flight.
  - a. Assist the jumpmaster in handling door bundles, and assist parachutists who are to jump the combat weapons individual equipment, Dragon, and other types of equipment containers at 20-minute warning.
  - b. Assist the jumpmaster in operating rigging stations for in-flight rigging.
  - c. Assist the jumpmaster in relocating personnel who are too sick to jump, refuse to jump, or are other types of no-jumps.
  - d. Assist jumpmaster and assistant jumpmaster in hookup, and then move to the forward end of the aircraft at six-minute warning.
  - e. Move from the forward end of the aircraft to the aft end at the command of SOUND OFF FOR EQUIPMENT CHECK. Check each parachutist's static line and equipment container lowering line (to include the jumpmaster and assistant jumpmaster).
  - f. Move off the door. Physically control the static lines of the jumpmaster and assistant jumpmaster while they complete safety checks outside the aircraft.
  - g. Control each parachutist's static line as he exits the aircraft, while the jumpmaster controls the flow of parachutists when the green light goes on.
  - h. Move the parachutists forward in the cargo compartment so they will be seated in the event of a jump refusal.
  - i. Check for towed parachutist at each jump door immediately after the last parachutist in each stick has jumped (on each pass).
4. Perform safety NCO duties on return to the departure airfield.
  - a. Assist loadmaster in retrieving static lines and deployment bags after each pass (if requested to do so).
  - b. Obtain the name, rank, social security number, unit, and reason for any parachutist remaining aboard the aircraft.

**Performance Steps**

- c. Turn in and obtain receipt for all air items.
- d. Turn in to DACO any Army equipment left by the troops on the aircraft.
- e. Turn over to DACO all jump refusals and other personnel left aboard the aircraft.
- f. Clean inside of the aircraft, as required.
- g. Report any unusual incidents to DACO.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to perform duties as a safety NCO for a personnel jump. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present.

<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
1. Performed safety NCO duties in the unit area.	_____	_____
2. Performed safety NCO duties at the departure airfield.	_____	_____
3. Performed safety NCO duties in flight.	_____	_____
4. Performed safety NCO duties on return to the departure airfield.	_____	_____

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**  
**Required**  
 FM 57-230

**Related**

Skill Level 3

Subject Area 11: Supervision of In-Process Inspections

**Supervise the Pack-in-Process Inspection of Personnel and Cargo Parachutes  
101-512-3001**

**Conditions:** Given TM 10-1670 series, pen, personnel and small cargo parachutes, packing table, rubber retainer bands, parachute packer, and DA Form 3912.

**Standards:** Perform a pack-in-process inspection at specified intervals during the packing of a parachute to ensure that only authorized procedures and methods are being used. The inspection will be accomplished by a parachute rigger other than the packer or rigger preparing the applicable equipment for use. Perform all performance measures without error and in sequence within one hour.

**Performance Steps**

1. Inspect the parachute to ensure that it is in proper layout.
  - a. Ensure its components are assembled correctly.
  - b. Ensure all inversions or partial inversions are removed from the canopy.
  - c. Ensure all turns, tangles, and twists have been removed from suspension lines.
2. Inspect the canopy after the gores are folded and the flatfold is completed to ensure that it is folded correctly.
  - a. Ensure the right group of gores is folded first and that the lower lateral band is dressed.
  - b. Ensure the correct number of gores is in each gore group and that a clear channel exists between the two gore groups.
3. Inspect the canopy to ensure that it is long-folded correctly and the break cord is tied correctly.
  - a. Ensure the right group of gores is folded first and that the left group is folded over the right group, when applicable.
  - b. Ensure the skirt hesitater tie is completed, when applicable.
  - c. Ensure the break cord tie is tied correctly, when applicable.
  - d. Ensure the deployment bag is attached correctly, when applicable.
  - e. Ensure the deployment bag is given a complete inspection, including the static line and that portion of the static line that is covered by the static line sleeve.
4. Inspect the deployment bag to ensure that it is closed correctly and that the canopy and the suspension lines are stowed correctly.
  - a. Ensure the canopy is stowed and the deployment bag closing tie is completed.
  - b. Ensure the canopy is stowed correctly.
  - c. Ensure the suspension lines are stowed correctly.
  - d. Ensure the locking stow and the first regular suspension line stow are made correctly.
5. Inspect the suspension lines stow, canopy stow, break cord tie, deployment bag closure, and temporary locking pins to ensure that they are installed correctly.
  - a. Ensure that no less than the minimum amount of suspension stow and no more than the maximum amount of suspension line length are remaining.
  - b. Ensure the canopy is stowed correctly.
  - c. Ensure the correct material is routed correctly and tied for the break cord tie and deployment bag closing ties.
  - d. Ensure the temporary locking pins are installed correctly.
6. Inspect the pack tray, deployment bag, and pack after they are closed and the pilot chute is stowed.
  - a. Ensure the correct material is routed and tied with the loop no more than 2 inches in diameter.

**Performance Steps**

- b. Ensure the pilot chute spacer clip is horizontal and the suspension lines are between the pilot chute protector flaps. Ensure the bridle line is between the bottom pilot chute protector flap and the top of the canopy.
  - c. Ensure the correct material is used for deployment bag closing ties.
7. Inspect the static line and locking pins after stowage has been completed.
    - a. Ensure the pack is closed with the rip cord locking pins.
    - b. Ensure the pack is dressed and the pack opening spring bands are installed correctly.
    - c. Ensure the static line is stowed correctly with two turns of retainer bands around the static line stow.
  8. Ensure all entries are made on DA Form 3912.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to supervise the pack-in-process inspection on personnel and small cargo parachutes. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present.

**Performance Measures**

	<u>GO</u>	<u>NO GO</u>
1. Inspected the parachute to ensure that it is in proper layout.	—	—
2. Inspected the canopy after the gores are folded and the flatfold is completed to ensure that it is folded correctly.	—	—
3. Inspected the canopy to ensure that it is long-folded correctly and the break cord is tied correctly.	—	—
4. Inspected the deployment bag to ensure that it is closed correctly and that the canopy and the suspension lines are stowed correctly.	—	—
5. Inspected the suspension lines stow, canopy stow, break cord tie, deployment bag closure, and temporary locking pins to ensure that they are installed correctly.	—	—
6. Inspected the pack tray, deployment bag, and pack after they are closed and the pilot chute is stowed.	—	—
7. Inspected the static line and locking pins after stowage has been completed.	—	—
8. Ensured all entries are made on DA Form 3912.	—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

Subject Area 12: Supervision of Operations of Airdrop Activities

**Supervise the Operation of an Airdrop Rigging Activity**

**101-512-3005**

**Conditions:** Given FM 10-400.

**Standards:** Determine the personnel and equipment required to set up and operate a typical assembly line for rigging.

**Performance Steps**

1. Establish an administrative area. Prepare and consolidate reports on section activities, and forward them to the division parachute office.
2. Organize the stations for assembly line rigging.
  - a. Station 1 inspects and prepares platform.
  - b. Station 2 prepares and positions honeycomb stacks.
  - c. Station 3 prepares and positions vehicle.
  - d. Station 4 installs lashings.
  - e. Station 5 stows cargo parachutes.
  - f. Station 6 installs release system.
  - g. Station 7 inspects the rigged load.
3. Ensure all required inspections are conducted by qualified personnel.
  - a. Ensure the shop final inspection is conducted by a qualified rigger before the load is transported to the storage area or to the aircraft for loading.
  - b. Ensure the before-load inspection is conducted by certified airdrop load inspector-rigger and Air Force personnel.
  - c. Ensure the after-load inspection is conducted by certified airdrop load inspector-rigger and Air Force personnel.
4. Provide technical and recovery assistance.
  - a. Provide technical assistance at the airfield to departing airborne personnel, usually two riggers per 100 jumpers.
  - b. Provide assistance for the recovery and evacuation in accordance with TM 10-500-7.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to determine the personnel and equipment required to set up and operate an assembly line for rigging. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present.

<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
1. Established an administrative area. Prepared and consolidated reports on section activities, and forward them to the division parachute office.	—	—
2. Organized the stations for assembly line rigging.	—	—
3. Ensured all required inspections are conducted by qualified personnel.	—	—
4. Provided technical and recovery assistance.	—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**  
**Required**  
FM 10-400

**Related**



**Supervise the Operation of an Airdrop Equipment Repair Activity**  
**101-512-3006**

**Conditions:** Given FM 10-400 and AR 750-32.

**Standards:** Determine the amount of repair activity personnel and equipment needed for setting up and operating an airdrop maintenance activity. Perform task without causing harm to self, other personnel, environment, or equipment.

**Performance Steps**

1. Plan the production line.
  - a. Determine the work flow according to the type and size of the facilities used.
  - b. Organize the production line into receiving areas, bin areas, work areas, inspection areas, and salvage areas.
2. Designate supply and storage areas.
  - a. Ensure these areas have a hard surface and are near a railroad siding.
  - b. Ensure these areas provide for covered storage and for security of airdrop items.
3. Plan airdrop equipment repair areas.
  - a. Locate area in a separate building or in a separate section of a building.
  - b. Keep all repaired items in a covered facility before, during, and after repair.
4. Select equipment shake-out and drying areas.
  - a. Ensure the shake-out tower is in a separate location inside the building and in a separate location outdoors.
5. Identify initial inspection areas.
  - a. Provide inspection tables and worktables for layout of parachutes.
  - b. Ensure that the parachute canopy inspection tables are as close as possible to the storage bins.
  - c. Designate separate packing tables for inspecting other textile and fabric items received for repair.
6. Designate a final inspection area for inspecting parachutes and loose airdrop items.
  - a. Ensure that parachutes to be stored for long periods of time are rigger-rolled.
  - b. Ensure that if the parachutes have to be packed for immediate issue or issue from storage, they are sent to the parachute packing area.
7. Ensure all required repairs are conducted by qualified personnel.
  - a. Ensure that only the repairs prescribed in the maintenance allocation chart for an item are authorized.
  - b. Ensure that only MOS 43E-qualified personnel repair personnel parachutes according to procedures in AR 750-32.

NOTE: Those who repair cargo parachutes need not have a parachute rigger's certificate but must work under supervisors with MOS 92D, 401A, or 43E4P.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier. An assistant must also be available.

Brief soldier: Tell the soldier to set up and operate an airdrop maintenance activity. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present. Ensure that the soldier knows that an assistant is available.

**Performance Measures**

- |                                 | <u>GO</u> | <u>NO GO</u> |
|---------------------------------|-----------|--------------|
| 1. Planned the production line. | —         | —            |

<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
2. Designated supply and storage areas.	—	—
3. Planned airdrop equipment repair areas.	—	—
4. Selected equipment shake-out and drying areas.	—	—
5. Identified initial inspection areas.	—	—
6. Designated a final inspection area for inspecting parachutes and loose airdrop items.	—	—
7. Ensured all required repairs are conducted by qualified personnel.	—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**

**Required**  
AR 750-32  
FM 10-400

**Related**

**Supervise the Operation of a Parachute Packing Activity**  
**101-512-3007**

**Conditions:** Given FM 10-400, TM 10-1670 series, and pack facility.

**Standards:** Perform all performance measures without error in supervising the operation of a parachute packing activity. Perform task without causing harm to self, other personnel, environment, or equipment.

**Performance Steps**

1. Supervise the operation of the administrative area.
  - a. Maintain records and reports. Consolidate reports from the operating sections before sending them to the division parachute office.
  - b. Resolve technical problems experienced by the packing sections.
  - c. Coordinate with the supply and maintenance platoon to ensure that unserviceable parachutes are promptly sent to maintenance.
  - d. Keep the division parachute officer advised of the platoon activities affecting airdrop operations.
  
2. Supervise the operation of the parachute packing sections.
  - a. Ensure that personnel perform all required inspections before, during, and after packing parachutes in accordance with the procedures in TM 10-1670 series.
  - b. Ensure serviceable packed parachutes are forwarded for proper storage and unserviceable parachutes are correctly tagged and forwarded for repair.
  - c. Supply supported units with personnel to provide technical assistance in the recovery and evacuation of airdrop items during airborne operations.
  - d. Establish assembly line procedures for parachute packing.
  - e. Assign work load to parachute packers.
  - f. Inspect work area to ensure a clean, orderly, and safe working environment.
  
3. Supervise the operation of the parachute storage area.
  - a. Ensure parachutes are protected from direct and indirect sunlight, incandescent light, dampness, fire, dirt, insects, and rodents.
  - b. Hang emergency and ejection parachutes vertically or lay them in bins. Do not pile them on top of each other.
  - c. Stack troop and chest parachutes in staggered positions. Do not pile troop back parachutes more than seven high. Chest parachutes should not be piled more than 11 high.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to supervise the operation of a parachute packing activity. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present.

<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
1. Supervised the operation of the administrative area.	_____	_____
2. Supervised the operation of the parachute packing sections.	_____	_____
3. Supervised the operation of the parachute storage area.	_____	_____

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**

<b>Required</b>	<b>Related</b>
FM 10-400	



**Plan and Coordinate Requirement to Sustain Airdrop Operations  
101-512-3009**

**Conditions:** Given AR 59-4, FM 10-400, FM 10-500 series, TM 10-500-7, and TM 10-500-9.

**Standards:** Perform all performance measures without error. Plan and coordinate the requirements you will need to sustain an airdrop mission.

**Performance Steps**

1. Determine rigging requirements to accomplish the mission.
  - a. Conduct a meeting with the division parachute officer, the platoon representative, and the training and supply representatives of the supported unit.
  - b. Coordinate with the supply and maintenance section to provide adequate stocks of air items for all rigging needs.
  - c. Coordinate with the division movement office for transportation and materials handling equipment.
  - d. Arrange for temporary storage, with overhead cover, for rigged loads not scheduled for immediate loading.
  - e. Coordinate with the departure airfield control group regarding loading procedures, inspections, loading times, and location of aircraft.
  - f. Determine the number of personnel needed to accomplish the mission.
2. Rig equipment to accomplish the mission.
  - a. Determine number of stations needed to establish the rigging line.
  - b. Assign sufficient personnel to each station. Allow enough space between each station to keep the loads moving at a uniform rate.
  - c. Assign a qualified rigger to each station to ensure all rigging procedures are performed correctly.
3. Ensure all required inspections are conducted by qualified personnel.
  - a. Ensure the shop final inspection is conducted by qualified rigger before the load is transported to the storage area or to the aircraft for loading.
  - b. Ensure the before-load inspection is conducted by certified airdrop load inspector-rigger and Air Force personnel.
  - c. Ensure the after-load inspection is conducted by certified airdrop load inspector-rigger and Air Force personnel.
4. Coordinate recovery operations.
  - a. Ensure the commander of the receiving unit appoints a recovery officer from within the unit.
  - b. Ensure recovery personnel are briefed properly.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

rief soldier: Tell the soldier to plan and coordinate the requirements you will need to sustain an airdrop mission. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present.

<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
1. Determined rigging requirements to accomplish the mission.	_____	_____
2. Rigged equipment to accomplish the mission.	_____	_____
3. Ensured all required inspections are conducted by qualified personnel.	_____	_____
4. Coordinated recovery operations.	_____	_____

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**

**Required**  
AR 59-4  
FM 10-400

**Related**

**Perform Jumpmaster Duties During an Airborne Operation**  
**101-512-3010**

**Conditions:** Given FM 57-230, SH 57-1, actual or mock Air Force aircraft, 15 main parachutes, 15 reserve parachutes, individual equipment for each jumper, local SOP, and writing supplies.

**Standards:** Perform all performance measures in sequence without error when performing duties as a jumpmaster. Perform task without causing harm to self, other personnel, or equipment.

**Performance Steps**

NOTES: To be appointed as primary jumpmaster, you must have these prerequisites: 1-Be an officer, warrant officer, or NCO (E5 or above). 2-Be a graduate of a jumpmaster course. 3-Have performed jumpmaster duties in the past six months or attended a jumpmaster refresher course. 4-Have served twice as the assistant jumpmaster.

1. Perform jumpmaster duties in the unit area.
  - a. Receive briefing from operations and training officer.
  - b. Ensure that jumpmaster obtains essential information related to the:
    - (1) Mission and ground tactical plan.
    - (2) Names of assistant jumpmasters and safety personnel and time and place to brief them.
    - (3) Time and place of initial manifest call.
    - (4) Time and place to conduct prejump training.
    - (5) Time and place to check and inspect parachutists' uniforms and equipment.
    - (6) Transportation (movement to marshaling area and departure airfield plan and times).
    - (7) Time and place of parachute issue including types of parachutes.
    - (8) Weather decision times.
    - (9) Time and place of troop briefing.
    - (10) Type of aircraft for the operation and special items of equipment being worn by jumpers.
    - (11) Aircraft tail numbers, chalk numbers, and parking spots.
    - (12) Load time.
    - (13) Time and place of aircrew jumpmaster briefing.
    - (14) Station time.
    - (15) Air movement plan to include time of flight, formations, route, direction of flight over drop zone, drop altitude, and location and design of code letters.
    - (16) Landing plan to include drop zones, drop times, delivery sequence, and number and type of loads.
2. Brief and assign assistant jumpmaster safety personnel duties for the remainder of operation.
  - a. Determine who assumes responsibilities of parachutists remaining on board, if jumpmaster jumps in any position other than that of the last parachutist.
  - b. Check items for crossloading, including door bundles and large, bulky equipment carried by individual parachutists.
  - c. Ensure assistant jumpmaster and safety personnel aid jumpmaster to inspect each parachutist's equipment for proper rigging.
3. Ensure aviator kit bags for use on board the aircraft have been prepared to contain extra items that may be needed during any phase of the airborne operation.
4. Brief personnel on the details of the operation.
  - a. Conduct prejump training in the unit area or at the departure airfield following the troop briefing.
  - b. Schedule briefing no sooner than 24 hours before takeoff.
5. Perform jumpmaster duties at the departure airfield.
  - a. Coordinate with DACO for jumpmaster update briefing.
  - b. Inspect aircraft and coordinate with aircrew.
  - c. Issue parachute.
  - d. Inspect personnel and equipment.

**Performance Steps**

- e. Keep parachutists in closed formation.
  - f. Cross active runways at authorized crossings only.
  - g. Ensure parachutists are loaded in the aircraft in reverse order.
6. Perform jumpmaster duties during flight.
    - a. Remain oriented at all times, and keep parachutists informed.
    - b. Coordinate with the navigator, or use strip maps or checkpoints.
    - c. Remain in communication with the pilot.
    - d. Enforce flight rules and regulations.
    - e. Issue time warnings.
    - f. Issue jump commands.
    - g. Perform door safety checks.
    - h. Perform outside air safety checks.
    - i. Control exit of all parachutists.
  7. Perform jumpmaster duties at the drop zone.
    - a. Account for personnel and equipment.
    - b. Oversee care and evacuation of injured personnel; coordinate with DZSO.
    - c. Turn in air items.
    - d. Report to DZSO.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier. An assistant must also be available.

Brief soldier: Tell the soldier to perform duties as a jumpmaster. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present. Ensure that the soldier knows that an assistant is available.

<b>Performance Measures</b>	<u><b>GO</b></u>	<u><b>NO GO</b></u>
1. Performed jumpmaster duties in the unit area.	—	—
2. Briefed and assigned assistant jumpmaster safety personnel duties for the remainder of operation.	—	—
3. Ensured aviator kit bags for use on board the aircraft have been prepared to contain extra items that may be needed during any phase of the airborne operation.	—	—
4. Briefed personnel on the details of the operation.	—	—
5. Performed jumpmaster duties at the departure airfield.	—	—
6. Performed jumpmaster duties during flight.	—	—
7. Performed jumpmaster duties at the drop zone.	—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**

**Required**  
FM 57-230

**Related**



Skill Level 4

Subject Area 13: Operations

**Advise Commander on Selecting a Site for an Airdrop Rigging Activity**  
**101-512-4001**

**Conditions:** Given an area map, compass, protractor, map overlay, pen, pencil, writing paper, and FM 10-400.

**Standards:** Determine the site for an airdrop rigging activity, then advise the commander. Perform all performance measures without error. Perform task without causing harm to self, other personnel, environment, or equipment.

**Performance Steps**

1. Select a potential airdrop rigging activity site from an area map.
  - a. Use the information furnished by higher headquarters to determine the general area available.
  - b. Study a map of the terrain where the airdrop rigging activity is to be located.
2. Reconnoiter the proposed area to find the spot that best meets airdrop rigging requirements.
  - a. Give first priority to the space and special terrain features that are needed for operations when conducting site reconnaissance.
  - b. Consider defensive characteristics of the area.
  - c. Use the two methods of reconnaissance: map and ground.
  - d. Select locations by considering the terrain features, roads, wooded areas, and waterways that are shown on the map.

NOTE: Keep in mind that, while it may be useful in many cases, map reconnaissance is not always reliable because terrain features can change between the times maps are printed.

- e. Follow up your map reconnaissance with ground reconnaissance.
- f. Record odometer readings at beginning and end of reconnaissance to measure the distance between old and new areas.
3. Recommend the desirable location for an airdrop rigging activity to the commander.
  - a. Make a sketch of the area that shows where the rigging activity is located.
  - b. Suggest means of providing perimeter protection.
  - c. Inform higher headquarters of site selection.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to determine the site for the airdrop rigging activity and then advise the commander. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present.

<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
1. Selected a potential airdrop rigging activity site from an area map.	—	—
2. Reconnoitered the proposed area to find the spot that best meets airdrop rigging requirements.	—	—
3. Recommended the desirable location for an airdrop rigging activity to the commander.	—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**  
**Required**  
FM 10-400

**Related**

**Direct the Setup of an Operating Site for Airdrop Rigging**  
**101-512-4002**

**Conditions:** Given pen, pencil, writing paper, illustration of the operations area, FM 10-400, and TM 10-500-9.

**Standards:** Determine and set up an operating site for an airdrop rigging activity. Perform all performance measures without error. Perform task without causing harm to self, other personnel, environment, or equipment.

**Performance Steps**

1. Establish the administrative area.
  - a. Develop layout plan for the area in which the airdrop platoon will operate.
  - b. Use available building or tents.
  - c. Locate the administrative office near the center of the operating site.
  - d. Ensure airdrop section has about 35,000 square feet of smooth floor space.
  - e. Ensure the floor space will be left clear to accommodate the servicing of medium and heavy cargo parachutes.
  - f. Organize personnel and equipment within the operating area in the most efficient, mission-supportive manner possible.
  
2. Direct the setup of an assembly line rigging area.
  - a. Identify when assembly line rigging should be used.
  - b. List the type and number of vehicles available for transporting items to assembly line area and transporting rigged loads to the airfield.
  - c. Ensure the assembly line area is at least 30 feet wide and 200 feet long, with an adjacent area for receiving and outloading and parking for vehicles.
  - d. Determine the number of stations needed.
  - e. List the personnel requirements for assembly line rigging.
  
3. Direct the setup of the storage area.
  - a. Ensure the storage areas are close to the departure airfield to facilitate loading operations.
  - b. Ensure that there is about 19,000 square feet for the storage of prerigged loads awaiting airdrop request.
  - c. Ensure storage area provides protection against weather, vermin, theft, sabotage, and fire.
  - d. Check airdrop equipment to ensure it is NOT stored to prevent ventilation or would interfere with light fixtures, heating vents, fire fighting devices, cooling units, exits, or fire doors.
  - e. Ensure all stored airdrop items are marked, segregated, and located for accessibility and easy identification.
  - f. Accomplish storage using bins, shelves, pallets, racks, or dunnage to provide air space between the storage area floor and the equipment.
  - g. Ensure periodic rotation of stock, conservation of available space, proper housekeeping policies, and strict adherence to all safety regulations will be practiced at all times.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to determine and set up an operating site for an airdrop rigging. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present.

<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
1. Established the administrative area.	—	—
2. Directed the setup of an assembly line rigging area.	—	—

**Performance Measures**

**GO**    **NO GO**

3. Directed the setup of the storage area.

\_\_\_\_\_

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**

**Required**  
FM 10-400

**Related**

**Advise Commander on Selecting a Site for a Parachute Packing Activity  
101-512-4003**

**Conditions:** Given an area map, compass, protractor, map overlay, pen, writing tablet, FM 10-400, FM 21-26, and FM 29-51.

**Standards:** Determine the site for a parachute packing activity, then advise the commander. Perform all performance measures without error. Perform task without causing harm to self, other personnel, environment, or equipment.

**Performance Steps**

1. Select a potential parachute packing activity site from an area map.
  - a. Use the information furnished by higher headquarters to determine the general area available.
  - b. Study a map of the terrain where the parachute packing activity is to be located.
2. Reconnoiter the proposed area to find the spot that best meets parachute packing requirements.
  - a. Give first priority to the space and special terrain features that are needed for operations when conducting site reconnaissance.
  - b. Consider defensive characteristics of the area.
  - c. Use the two methods of reconnaissance: map and ground.
  - d. Select locations by considering the terrain features, roads, wooded areas, and waterways that are shown on the map.

NOTE: Keep in mind that while it may be useful in many cases, map reconnaissance is not always reliable because terrain features can change between the times maps are printed.

- e. Follow up your map reconnaissance with ground reconnaissance.
  - f. Record odometer readings at beginning and end of reconnaissance to measure the distance between old and new areas.
3. Recommend the desirable location for a parachute packing activity to the commander.
    - a. Make a sketch of the area that shows where the rigging activity is located.
    - b. Suggest means of providing perimeter protection.
    - c. Inform higher headquarters of site selection.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier. Brief soldier: Tell the soldier to determine the site for a parachute packing activity and then advise the commander. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present.

<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
1. Selected a potential parachute packing activity site from an area map.	—	—
2. Reconnoitered the proposed area to find the spot that best meets parachute packing requirements.	—	—
3. Recommended the desirable location for a parachute packing activity to the commander.	—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**

**Required**  
FM 10-400  
FM 3-25.26

**Related**

**Direct the Setup of an Operating Site for Parachute Packing**  
**101-512-4004**

**Conditions:** Given a pen, writing tablet, illustration of the operations area, FM 10-400, and FM 29-51.

**Standards:** Determine and set up an operating site for a parachute packing activity. Perform all performance measures without error. Perform task without causing harm to self, other personnel, environment, or equipment.

**Performance Steps**

1. Establish the administrative area.
  - a. Use available buildings or tents for the administrative office.
  - b. Locate the administrative office where the shop activity can be observed.
2. Direct the setup of a packing shed using FM 10-400 as a guide.
  - a. Determine the location of the packing shed and the amount of floor space available.
  - b. Determine the number of personnel required.
3. Direct the setup of the storage area.
  - a. Use tents or buildings for storage.
  - b. Establish suitable fencing needs or other requirements for the control of pilferage.
  - c. Make sure the storage area is free of pests and rodents and offers protection against bad weather.
4. Advise the commander on personnel requirements.
  - a. Inform the commander on personnel required to operate a parachute packing activity.
  - b. Program the work flow within the parachute packing activity.
  - c. Assign personnel to duty positions.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier

. Brief soldier: Tell the soldier to determine and set up the operating site for a parachute packing activity. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present.

<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
1. Established the administrative area.	_____	_____
2. Directed the setup of a packing shed using FM 10-400 as a guide.	_____	_____
3. Directed the setup of the storage area.	_____	_____
4. Advised the commander on personnel requirements.	_____	_____

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**

**Required**  
 FM 10-400

**Related**

**Advise Commander on Selecting a Site for an Airdrop Equipment Repair Activity  
101-512-4005**

**Conditions:** Given FM 10-400, area map, compass, protractor, map overlay, pen, and writing tablet.

**Standards:** Determine the site for an airdrop equipment repair activity, then advise the commander. Perform all performance measures without error. Perform task without causing harm to self, other personnel, environment, or equipment.

**Performance Steps**

1. Select a potential airdrop equipment repair activity site from an area map.
  - a. Use the information furnished by higher headquarters to determine the general area available.
  - b. Find out if any known minefield is in the potential area.
  - c. Study a map of the terrain where the airdrop equipment repair activity is to be located.
  - d. Make a record of topography, drainage, vegetation, current use of the land, and nearest airfield.
  - e. Make a record of roads and railroads and their condition and security.
2. Reconnoiter the proposed area to find the spot that best meets airdrop equipment repair requirements.
  - a. Avoid swampy ground and terrain with high watermarks.
  - b. Avoid rock work and boulders.
  - c. Select a desirable location in a reasonably high area with slopes that provide good drainage. The location should give natural protection against wind and cold. It should allow as much air circulation as possible and permit future expansion.
  - d. Use paths and roadways that are covered with gravel.
  - e. Take an engineer along to advise on construction matters.
  - f. Look for an area near a road network that can handle normal traffic flow and can provide alternate routes.
3. Recommend the desirable location for an airdrop equipment repair activity to the commander.
  - a. Furnish higher headquarters with a description of the desirable site.
  - b. Furnish an overlay of suitable scale showing the outline of the site.
  - c. Furnish grid coordinates of the site.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

rief soldier: Tell the soldier to determine the site for an airdrop equipment repair activity and then advise the commander. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present.

<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
1. Selected a potential airdrop equipment repair activity site from an area map.	—	—
2. Reconnoitered the proposed area to find the spot that best meets airdrop equipment repair requirements.	—	—
3. Recommended the desirable location for an airdrop equipment repair activity to the commander.	—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**

**Required**  
FM 10-400

**Related**  
FM 3-25.26



**Direct the Setup of an Operating Site for Airdrop Equipment Repair**  
**101-512-4006**

**Conditions:** Given a pen, writing tablet, and FM 10-400.

**Standards:** Determine and set up an operating site for airdrop equipment repair. Perform all performance measures without error. Perform task without causing harm to self, other personnel, environment, or equipment.

**Performance Steps**

1. Establish the administrative area.
  - a. Use available buildings or tents for the administrative office.
  - b. Locate the administrative office in the shop where shop activity can be observed.
2. Direct the setup of the operation work flow tables.
  - a. Construct bins for items received.
  - b. Construct a shake-out tower.
  - c. Construct an initial inspection area.
  - d. Construct a machine work area.
  - e. Construct a final inspection area.
3. Direct the setup of the storage area.
  - a. Use tents or buildings for storage.
  - b. Establish suitable fencing needs or other requirements for the control of pilferage.
  - c. Ensure the storage area is free of pests and rodents and offers protection against bad weather.
4. Advise the commander on personnel requirements.
  - a. Inform the commander on personnel required to operate an airdrop equipment repair activity.
  - b. Program the work flow within the airdrop equipment repair activity.
  - c. Assign personnel to duty positions.

**Evaluation Preparation:** Setup: Ensure that all materials, parts, manuals, forms, and equipment required in the Conditions statement are available to the soldier.

Brief soldier: Tell the soldier to determine and set up an operating site for airdrop equipment repair. Go over the materials, tools, forms, and manuals to ensure that everything needed for the task is present.

<b>Performance Measures</b>	<b><u>GO</u></b>	<b><u>NO GO</u></b>
1. Established the administrative area.	—	—
2. Directed the setup of the operation work flow tables.	—	—
3. Directed the setup of the storage area.	—	—
4. Advised the commander on personnel requirements.	—	—

**Evaluation Guidance:** Score the soldier GO if all steps are passed. Score the soldier NO-GO if any steps are failed. If the soldier scores NO-GO, show what was done wrong and how to do it correctly.

**References**

**Required**  
 FM 10-400

**Related**

## CHAPTER 4

### Duty Position Tasks

#### Parachute Rigger, CMF 92

- a. Major duties. The parachute rigger supervises or packs and repairs cargo and personnel parachutes, and rigs equipment and supply containers for airdrop. Duties for MOS 92R at each level of skill are:

(1) MOSC 92R1P. Inventories, cleans, receives, stores and issues all airdrop equipment used in airdrop operations. Rigs supplies, equipment and vehicles for airdrop. Assembles airdrop platform, cushioning materials, cargo, extraction and personnel parachute along with other airdrop related equipment. Inspects, tests and installs extraction and release systems. Performs technical, routine, and in-storage rigger-type inspection on cargo, extraction and personnel parachute as well as other airdrop equipment before, during and after each use. Pack cargo, extraction and personnel parachutes. Performs unit, direct and general support maintenance on all parachutes, textile components and other airdrop equipment. Uses and maintains machines and tools for fabrication, modification and repair to parachute and other airdrop equipment. Drop-test troop type personnel parachute to check proficiency.

(2) MOSC 92R 2P. Performs duties in packing, airdrop rigger and airdrop equipment repair shown at the above skill level. Provides technical guidance and supervision to subordinate personnel. Maintains production reports and records. Inspects and classifies airdrop items. Performs initial and final inspection on all parachutes and airdrop textile component. Performs as inspector testers, pack-in-process inspector and as quality assurance personnel. Performs as malfunction officer at the drop zone. Diagnoses malfunctions occurring in airdrop equipment during airborne operations.

(3) MOSC 92R3P. Performs duties at preceding skill level. Supervises parachute pack, maintenance or airdrop sections. Directs section activities, schedules and assigns work load, instructs personnel on job requirement, techniques and inspects work in progress. Inspects and certifies airdrop loads, airdrop equipment repair and parachute packing. Inspects air items to ensure manufacture quality control. Controls and expedites coordination with airborne support activities. Assists in planning and coordinating training for standard and nonstandard rigging, sling loading and airdrop procedures.

(4) MOSC 92R4P. Performs duties shown at preceding skill level. Supervises and provides technical guidance to subordinate personnel. Assist airdrop officer in planning, coordinating, requisitioning, receiving and storing equipment and supplies for airdrop. Coordinates with supporting Air Force and Army aviation elements. Provides technical direction and coordination for activities supporting routine and contingency missions. Maintains status on all jumps and airdrops to include schedules by G3 at division level. Prepares and submits required status reports. Maintains a reference library of current publication, regulations and SOP relating to airdrop and airdrop support. Participates in development and operational testing of airdrop equipment. Performs as the senior NCO in a separate detachment/unit engaged in parachute packing, maintenance and airdrop equip

**APPENDIX A -****DA FORM 5165-R  
(FIELD EXPEDIENT SQUAD BOOK)**

The DA Form 5165-R (Field Expedient Squad Book) allows the trainer to keep a record of task proficiency for a group of soldiers. Instructions for using this form follow:

Prior to evaluating soldiers-

\* Locally reproduced the DA Form 5165-R. During the evaluation-

\*Enter the names of the soldiers you are evaluating, one name per column, at the top of the form. You may add the names of newly assigned soldiers if there are blank columns.

\* Under "Status" record (in pencil) the date in the GO block if the soldier demonstrated task proficiency to soldier's manual standards. Keep this information current by always recording the most recent date on which the soldier demonstrated task proficiency. Record the date in the NO-GO block if the soldier failed to demonstrate task proficiency to soldier's manual standards. Soldiers who failed to perform the task should be retrained and reevaluated until they can meet the standards. When that occurs, enter the date in the appropriate GO block and erase the previous entry from the NO/GO block.

**After the evaluation-**

\* Read down each column (GO/NO-GO) to determine the training status of that individual. This will give you a quick indication on which task a soldier needs training.

\* Read across the rows for each task to determine the training status of all soldiers. You can readily see on which task to focus training.

\* Line through the training status column of any soldier who departs from the unit. An example of a DA Form 5165- R is shown on the next page.

APPENDIX B

FIELD EXPEDIENT SQUAD BOOK																	SHEET	
For use of this form, see AF 250-37; the proponent agency is DCSOPS																	7 of 5	
USER APPLICATION	SOLDIER'S NAME																	
	Fullwood	Baker	Moore	Eller	Hazelden													
TASK NUMBER AND SHORT TITLE	GO		NO-GO		GO		NO-GO		GO		NO-GO		GO		NO-GO			
	071-334-0803 Enemy Information	4-21-97		4-21-97		4-21-97		4-21-97		4-21-97		4-21-97						
878-920-1002 Vehicles/Acft	5-1-97		5-1-97		5-1-97		5-1-97		5-1-97		5-1-97							
071-326-0512 Estimate Range	6-3-97		6-3-97				6-3-97		6-3-97		6-3-97							
441-091-1101 Search and Scan	4-21-97		4-21-97		4-21-97		4-21-97		4-21-97		4-21-97							
113-571-1016 Send Radio Message																		
071-329-1000 Identify Symbols																		
071-329-1001 Identify Terrain																		
071-329-1012 Orient a Map	6-10-97		6-10-97		6-10-97		6-10-97		6-10-97		6-10-97							
071-329-1002 Grid Coordinates																		
071-329-1005 Determine Location																		
071-329-1003 Magnetic Azimuth																		
071-329-1018 Determine Direction																		

SAMPLE

**GLOSSARY****ACCP**

Army Correspondence Course Program

**acft**

aircraft

**AFR**

Air Force regulation

**AIT**

advanced individual training

**AN**

annually

**ANCOC**

Advanced Noncommissioned Officers Course

**AR**

Army regulation

**Army Training and Evaluation Program**

The US Army's collective training program.

**ARTEP**

Army Training and Evaluation Program

**attn**

attention

**BCT**

basic combat training

**BM**

bimonthly (once every two months)

**BNCOC**

Basic Noncommissioned Officers Course

**common task**

A task every soldier in the Army must learn and perform at some skill level.

**Critical task**

See "task," critical collective task," and "critical individual task."

**cross training**

The systematic training of soldiers on tasks related to another duty position.

**DA**

Department of the Army

**DACO**

departure airfield control officer

**DC**

Dental Corps

**DD**

Defense Department/Department of Defense

**DS**

direct support

**DZ**

drop zone

**DZSO**

drop zone safety officer

**EFTA**

extraction force transfer actuator

**EFTC**

extraction force transfer coupling

**EOD**

explosive ordnance disposal

**F**

Fahrenheit

**FM**

frequency modulation

**FREQ**

Frequency

**Ft**

feet

**HMMWV**

high-mobility multipurpose wheeled vehicle

**IET**

Initial Entry Training

**IN**

infantry (also INF)

**Individual training**

Training that prepares the soldier to perform specified duties or tasks related to assigned duty position or subsequent duty positions and skill level.

**individual training plan**

The document prepared immediately after identification of a requirement for new or revised training. Generally, this document consists of a narrative description, a milestone schedule, a resource estimate, a resource summary supplement, a list of ammunition requirements, and an analysis plan, when available. The ITP covers a period of eight years. Normally, at the time the ITP is

prepared, dates and resource requirements in the early years can be determined with reasonable accuracy while those for the later years will be "best guess" estimates.

**ITEP**

Individual Training Evaluation Program

**ITP**

individual Training Plan

**LAPE**

low-altitude parachute-extraction

**LAPES**

low-altitude parachute-extraction system

**max**

maximum

**merger training**

Training that prepares an NCO to supervise one or more different MOSs at lower skill levels when the soldier advances in skill level in his career management field.

**METL**

mission essential task list

**MO**

monthly

**MOPP**

mission oriented protective posture

**MOS**

military occupational specialty

**MTP**

mission training plan

**NA**

not applicable

**NCO**

noncommissioned officer

**NCOIC**

noncommissioned officer in charge

**No**

number

**OSUT**

One-station Unit Training

**P**

pass

**PLDC**

Primary Leadership Development Course

**PMCS**

preventive maintenance checks and services

**POL**

petroleum, oils, and lubricants

**PVT**

private

**QT**

quarterly

**REF**

reference

**SA**

staging area

**SFC**

sergeant first class

**SGMA**

US Army Sergeants Major Academy

**SL**

skill level

**SM**

soldier's manual

**SMCT**

soldier's manual of common tasks

**SOP**

standing operating procedure

**STP**

soldier training publication

**SUST**

sustainment

**sustainment training**

See "refresher training."

**TAMMS**

The Army Maintenance Management System

**TAMMS-A**

The Army Maintenance Management System - Aviation

**TB**

technical bulletin



**TG**  
trainer's guide

**TM**  
technical manual

**TNG**  
training

**typical assembly line for rigging**

Consists of two rows of roller conveyors 4 feet apart and which may have seven stations.

**UNIT**  
trained in the unit

**unit training**  
Training that is conducted in a unit.

**US**  
United States

**VA**  
Virginia

## REFERENCES

### Required Publications

#### **Army Regulations**

AR 750-1	Army Materiel Maintenance Policy and Retail Maintenance Operations. 01 August 1994
AR 750-32	Airdrop, Parachute Recovery, and Aircraft Personnel Escape Systems. 26 September 1997

#### **Department of Army Pamphlets**

DA Pamphlet 738-750	Functional Users Manual for the Army Maintenance Management System (TAMMS). 01 August 1994
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#### **Field Manuals**

FM 10-512	Airdrop of Supplies and Equipment: Rigging Typical Supply Loads. 31 August 1979
FM 10-514	Airdrop of Supplies and Equipment: Rigging Armored Reconnaissance/Airborne Assault Vehicle (M551). 24 September 1984
FM 25-100	Training The Force. 15 November 1988
FM 25-101	Battle Focused Training. 30 September 1990
FM 25-4	How to Conduct Training Exercises. 10 September 1984
FM 25-5	Training for Mobilization and War. 25 January 1985
FM 57-220	Static Line Parachuting Techniques and Training. 19 August 1996
FM 10-500-9	Tactics, Techniques, and Procedures for Quartermaster Airdrop and Airdrop Support Units. 3 October 1995
FM 10-500-3	Airdrop of Supplies and Equipment Rigging Containers. 8 December 1992
FM 10-500-7	Airdrop Derigging and Recovery Procedures. 20 September 1994
FM 57-220	Static Line Parachuting Techniques and Training. 19 August 1996

#### **Technical Manuals**

TM 10-1670-201-23	Organizational and Direct Support Maintenance Manual for General Maintenance of Parachutes and Other Airdrop Equipment. 30 October 1973
TM 10-1670-208-20&P	Organizational Maintenance Manual Including Repair Parts and Special Tools List for Platforms, Type II Modular and LAPES/Airdrop Modular. 10 August 1978
TM 10-1670-265-12&P	Operator's and Organizational Maintenance Manual Including Repair Parts and Special Tools List for High Altitude Airdrop Resupply System: 2,000 Pound Capacity. 28 October 1982
TM 10-1670-268-20&P	Organizational Maintenance Manual With Repair Parts and Special Tools List: Type V Airdrop Platform. 1 June 1986
TM 10-1670-269-23&P	Unit and Direct Support (DS) Maintenance Manual (Including Repair Parts and Special Tools List) for Parachute, Personnel Type: 24-Foot Diameter, Troop, Chest, Reserve. 30 August 2001
TM 10-1670-271-23&P	Unit and Intermediate Direct Support Maintenance Manual (Including

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TM 10-1670-272-23&P	Unit and Direct Support (DS) Maintenance Manual (Including Repair Parts and Special Tools List) for Parachute, Personnel Type: 35 Foot Diameter, MC1-1B, Troop Back Parachute Assembly. 01 February 2002
TM 10-1670-276-23&P	Unit and Intermediate Direct Support (DS) Maintenance Manual (Including Repair Parts and Special Tools List) for Parachute, Cargo Type: 26-Foot Diameter, High-Velocity Cargo Parachute. 28 September 1990
TM 10-1670-277-23&P	Unit and Direct Support (DS) Maintenance Manual (Including Repair Parts and Special Tools List) for Parachute, Cargo Type: 28-Foot Diameter, Cargo Extraction Parachute. 9 October 1990
TM 10-1670-278-23&P	Unit and Intermediate Direct Support Maintenance Manual (Including Repair Parts and Special Tools List) for Parachute, Cargo Type: 15-Foot Diameter, Cargo Extraction Parachute. 6 November 1989
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TM 10-1670-280-23&P	Unit and Intermediate Direct Support (DS) Maintenance Manual (Including Repair Parts and Special Tools List) for Parachute, Cargo Type: 100-Foot Diameter, Model G-11A, Model G-11B, and Model G-11C. 5 August 1991
TM 10-1670-281- 23&P	Unit and Intermediate Direct Support (DS) Maintenance Manual (Including Repair Parts and Special Tools List) for Parachute, Cargo Type: 64-Foot Diameter, Model G-12D, and Model G-12E. 01 October 1990
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TM 10-1670-286-20	Unit Maintenance Manual for Extraction Line Panel (Including Stowing Procedures). 15 March 2001
TM 10-1670-287-23&P	Organizational and Direct Support (DS) Maintenance (Including Repair Parts and Special Tools List) for MC-4 RAM Air Free-Fall Personnel Parachute System. 31 January 1992
TM 10-1670-292-23&P	Unit and Intermediate Direct Support (DS) Maintenance Manual (Including Repair Parts and Special Tools List) for Parachute, Personnel Type: 35-Foot Diameter, MC1-1C Troop Back Parachute Assembly. 01 February 2002
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TM 38-250	Preparing of Hazardous Materials for Military Air Shipments. 01 March 1997
TM 9-2320-242-10-1	Operation Installation and Reference Data, Operator Level for Truck, Cargo, 1-1/4 Ton, 6x6 (M561). <b>(NOTE: Rescinded for Active Army - Valid for Reserve Components)</b>
TM 9-2320-280-10	Operator's Manual for Truck Utility, Cargo/Troop Carrier, M998A1, 1-1/4 Ton. 31 January 1996

TM 9-2350-230-10	Operator's Manual for Armored Reconnaissance/Airborne Assault Vehicle, Full Tracked, 152-mm Gun/Launcher, M551A1 and M551NTC. 11 May 1992
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DA Form 2407	Maintenance Request. July 1994
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DD Form 1748-2	Joint Airdrop Malfunction Report (Personnel-Cargo). November 1997
DD Form 1748-4	Joint Airdrop Inspection Record (Platforms). January 1984

**Soldier's Training Publications**

STP 21-1-SMCT	Soldier's Manual of Common Tasks Skill Level 1. 01 October 2001
STP 21-24-SMCT	Soldier's Manual of Common Tasks (SMCT) Skill Level 2-4. 01 October 2001

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